

FOR EUROPE & AMERICA  
INDIA, AUSTRALIA, &c. and for  
PRIVATE RESIDENTS AT THE  
OUTPOSTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRIP REPORT,  
Subscription, paid in advance, \$12  
per annum. Postage to any part of  
the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1857

THE  
DIRECTORY & CHRONICLE  
FOR 1908.  
Complete Edition ... \$10.00  
Small ... .. 6.00  
Orders may be sent to the  
Hongkong Daily Press Office or  
to the Local Booksellers.

No. 15,655. 號五十五百六千五萬一第 日四十二月五年四十三緒光 HONGKONG, MONDAY, JUNE 22ND, 1908. 一拜禮 號二十二月六年八零百九千一英港香 PRICE, \$3 PER MONTH.

## WATSON'S LOTION FOR PRICKLY HEAT

An Invaluable Remedy  
Immediately Relieves the Irritation.

A. S. WATSON & CO.,  
LIMITED,  
THE HONGKONG DISPENSARY.

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 275 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.35 per bag ex Factory  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 28th April, 1908.

## AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.  
WITH CHAMBER FOR 3 CARTRIDGES  
FIRING 8 SHOTS IN 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 6th March, 1907.

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.65 mm.  
WITH CHAMBER FOR 10 CARTRIDGES  
FIRING 10 SHOTS IN 2 SECONDS.  
ARROWLITZ & CO. Agents.  
Hongkong, 13th March, 1907.

## NEW CARTRIDGES.

By Popular English Manufacturers. In  
all Sizes and  
SMOKELESS POWDER and CHILLED  
SHOTS. From No. 10 to 28G. at \$6.37 and  
\$7.50 per 100 SPORTING REQUISITES  
and ALL GUNS in Variety.  
Inspection Invited.  
WM. SCHMIDT & CO.  
Hongkong, 28th October, 1906.

A LING & CO.,  
19, QUEEN'S ROAD CENTRAL  
(Next to Messrs. KUN & KONG).

FURNITURE AND PHOTO GOODS  
STORE.

Photographic Goods of every Description  
in Stock.

Developing and Printing Undertaken.  
Hongkong, 31st July, 1907.

## A. TACK & CO.,

26, DES VUE ROAD, CENTRAL.

JUST LANDED A LARGE STOCK OF  
WRITTEN AND WAINWRIGHT  
PLATES.

EASTMAN'S KODAKS and FILMS.

DEVELOPING and PRINTING  
UNDERTAKEN.  
Hongkong, 4th March, 1907.

## PEAK TRAMWAYS COMPANY, LIMITED.

### TIME TABLE.

#### WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.  
8.45 p.m. & 9.00 p.m. ... Every 15 minutes.  
Extra Cars at 11.30 p.m. and 11.45 p.m.

#### SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.00 a.m. to 12.00 noon ... Every 15 minutes.  
12.00 noon to 1.00 p.m. ... Every 15 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m. ... Every 15 minutes.  
11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-  
pany's Office, Alexander Buildings, Des Vues  
Road Central.

JOHN D. HUMPHREY & SON,  
General Managers.  
Hongkong, 9th May, 1907.

## CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA  
ESTABLISHED 1815.

	Per Case.
BRANDY ★★★★★	\$22.50
"★★★★	20.00
"★★★	17.00
WHISKY, PAUL MALL	20.00
"JOHN WALKER & SONS'	
"OLD HIGHLAND	12.50
"C. P. & CO.'S SPECIAL	
"BLEND	10.50
PORT WINE, INVALIDS	20.00
"DOURO	13.50
SHERRY, FINO SUPERIOR	14.75
"LA TORRE	16.00
"OLD EAST INDIA	18.50
"AMOBOSO	20.00
"ROYAL AMONTILEADO	23.00
"CURIO SOLERA	26.50
BENEDICTINE, D.O.M.	Qrs. 40.00 Pts. 42.00

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

## LANE, CRAWFORD & CO.

(TELEPHONE 97).

AERTEX CELLULAR SHIRTS  
WITH OR WITHOUT CUFFS.

BEST FRENCH PRINT SHIRTS

\$3.50 EACH 6 FOR \$19.50.

FINE ZEPHYR SHIRTS

\$4.50 EACH 6 FOR \$25.00.

CEYLON FLANNEL SHIRTS  
WITH COLLARS TO MATCH.

LANE, CRAWFORD & CO.

Hongkong, 12th June, 1908.

## MIYASAKI & CO., COAL MERCHANTS.

HEAD OFFICE—Salayemachi, KORE, Japan.

BRANCH OFFICES—Nishinohashi, SHIMONOSEKI, Japan, and HONGKONG.

CAREN ADDRESSES—

"MIYASAKI," applying to Head Office and Shimonoseki Branch.

"YUTAKA," applying to Hongkong Branch only.

A. B. C. 5th Edition used.

THE HEAD AND BRANCH OFFICES will receive any Order for

JAPAN COALS.

Y. KUBO, MANAGER, HONGKONG.

No. 5, Queen's Road Central.

Hongkong, 27th November, 1907.

## DENTAL HYGIENE.

Antiseptic Aids to the Maintenance of Personal Health

### LISTERINE

The Standard Antiseptic Preparation  
THREE SIZES \$0.70, \$1.25 AND \$2.00.

LISTERINE TOOTH POWDER

A Frictionary Dentifrice for Employment in Conjunction with Listerine  
70 CENTS PER BOTTLE.

LISTERINE DERMATIC SOAP

An Antiseptic Detergent

70 CENTS PER TABLET.

LISTERINE

AND

LISTERINE SPECIALTIES  
FOR SALE BY

WATKINS LIMITED.

CHEMISTS AND DRUGGISTS,

STERILIZED WATER MANUFACTURERS.

31, Queen's Road Central.

Hongkong, 12th June, 1908.

## THE TOR HOTEL LIMITED, KOBE.

A STRICTLY FIRST CLASS HOTEL.

Accommodation for 200 Guests.  
Large and spacious Outside Rooms only.  
Telephone & Bell system.  
French Chef de Cuisine.  
Cold Storage.  
Vintage Wines.  
All Bedrooms with Bathrooms attached.  
Hot and Cold Water service.  
Latest Sanitary Arrangements.  
Complete and Latest Fire Alarm System.  
Electric Light and Fans throughout.

Extensive Gardens and Pleasure Grounds.

Magnificent View over the whole Town, the Harbour, Awaji, the Entrance  
to The Inland Sea, and Osaka Bay.

Tel. Add. "Tor" KOBE.

W. A. MARTIN, Manager.

## KELLY & WALSH, LTD.

The Trade and Administration of the Chinese Empire, by H. B. Morse; Illustrated Maps and Diagrams ...	\$5.00
The Evolution of Forces, by Dr. Gustave Le Bon; Illustrated by A. C. Swinburne ...	4.00
The Origin and Development of the Moral Ideas, by E. Westermarck; Volume I ...	12.50
The World's Peoples: Characters, Beliefs, Traditions, Political and Social Institutions, by A. H. Keane, 270 Illustrations ...	4.50
The Flag: The Book of the Union Jack Club ...	80
The Truth About Port Arthur, by E. K. Neijne ...	13.00
The Awakening of Women or Woman's Part in Evolution, by F. Swinney ...	80
Secretarial Work and Practice and Company Law, by A. Nixon ...	4.00
Indigestion, Constipation, Gout and Constipation Treated and Dieted, by T. Dutton, M.D. ...	1.50
An Encyclopedia of Marine Law, by L. Duckworth ...	4.50
Money Exchange and Banking, Theoretical, Practical and Legal Aspects, by R. T. Easton ...	4.50
The Prevention of Infectious Diseases Being the Lane Lectures, by J. C. McVail ...	7.00
Alcohol and the Human Body, by Sir V. Horsley and M. D. Sturge ...	4.50
FOREIGN JUDGEMENTS and JURISDICTION, Part I, by Sir Francis T. Piggott; New Edition, Revised ...	\$20.00
The Crime of the Make-Believes, by Tom Gallon ...	
The Three Essentials, by Dorothy Gerard. Clytie, by Joseph Hutton ...	
The Vintage, by E. F. Benson. Prisoners, by Mary Cholmondeley. The Night of Reckoning, by Frank Barrett. The Riddle of the Sands, by E. Childers. The Sporting Squatter, by Nat Gould. A Time of Terror, by D. M. Ford. Julius Joe, by J. Blyth. The White House, by M. E. Braddon.	
35 Cents Each or 3 for \$1.00.	
THE "DADE" LOOSE LEAF ACCOUNT BOOKS.	
SOLE AGENTS IN THE FAR EAST Prospectuses and Full Particulars upon Application.	s30

TRADE MARK  
TEN YEARS OLD.  
\$14 PER DOZEN.  
BOTTLED IN SCOTLAND  
FROM THE  
ORIGINAL RECEIPT OF 1748.  
SOLE AGENTS:  
LANE, CRAWFORD & CO.

## "HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ...	\$10.00
Do. Do. Small Edition	6.00
CHILDREN OF FAR CATHAY: a Social and Political Novel, by C. J. Halcombe ...	3.50
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebra- tions in 1891 ...	1.00
THE HONGKONG TYPHOON, Sept. 18th 1896, Illustrated Account ...	0.50
TEMPORARY MINING REGUL- ATIONS IN CHINA ...	0.50
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA ...	0.50
HONGKONG HANSAID REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Pub- lished Annually ...	4.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column ...	1.00
WALRIKE EXPLAINS OF THE MERCHANT NAVY, by J. E. Easton-Hughes ...	1.00
POLITICAL OBSTACLES TO MIS- SIONARY SUCCESS IN CHINA ...	0.25
TRADE MARK REGULATIONS IN CHINA ...	0.25
FROM HONGKONG TO CANTON, BY THE PEARL RIVER ...	\$1.50
Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Itin. ...	7.50
HONGKONG WEEKLY PRESS, half yearly vol. bound ...	2.00
FIFTY YEARS ANGLO-CHINESE CALENDAR, 1864 to 1913 ...	2.00
RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1906 ...	2.00
BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893 to 1905 ...	1.00
CALLED OUT, or the Ching Wang's Daughter, an Anglo-Chinese Ro- mance, by Chas. J. H. Halcombe ...	2.00
SKETCH OF THE WEST RIVER PLAN OF VICTORIA ...	1.00
" KOWLOON ...	0.75
" PEAK ...	0.75
" NEW TERRITORY ...	0.75
" CANTON ...	0.50
POWER OF ATTORNEY FORM ...	0.25
MAIL TABLES for 1908 ...	0.30 & 0.20



## AQUARIUS WATER.

A PURE, TREBLE DISTILLED  
TABLE WATER.

IN QUARTS, PINTS AND SPLITS.

TELEPHONE NO. 75.

Hongkong, 28th May, 1908.

15, Queen's Road Central.

### COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.  
have now 40,000 Cubic Feet of Cold  
Storage available at EAST POINT. Stores will  
be Open at 10 A.M. and 4 P.M. daily, Sunday  
excepted, to receive and deliver perishable goods.  
G. K. HAXTON, Manager.

DAVID CORSAE & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELLANCE CROWN  
TARPAULING.  
ARNHOLD, KARBURG & CO.  
Sole Agents.

## INSURANCE

THE STANDARD LIFE OFFICE.  
(ESTABLISHED 1825.)

THE Accumulated Funds of the Company  
are nearly  
£11,000,000,  
and the annual revenue is at the rate of  
£3600  
PER DAY.

DODWELL & CO., LD.  
Agents.

## HOTELS

### HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons  
Well Furnished Reception Rooms  
Private Bar and Billiard Room for Hotel  
Residents  
Electric Lifts to each Floor.  
Electric Lighting and Fans  
Telephones on every Floor.  
Every Comfort  
Ladies' Afternoon Tea Rooms  
Ladies' Cloak Rooms  
Matron in attendance  
CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES, Manager.

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Tables D'Hotel at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905.

### "KINGSCLERE," PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND  
MACDONNELL ROAD.  
Telephone No. 134.  
Telegraphic Address: "SACHSOLA."  
ELECTRIC LIGHT, Hot and Cold Water  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.  
Proprietress, Mrs. G. SACHS.

### "BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Bedrooms, every home comfort.  
Fine View of the Harbour, Reduced Terms  
for the Summer Months. Telephone No. 590.  
Apply to Mrs. F. W. WATTS.  
"Braeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907.

### THE GRAND HOTEL DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS  
Situated in close proximity to the Harbour  
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.  
Special arrangements for a long stay.  
F. DOMBALE, Proprietors.  
M. MAILLE.

### "BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA), MACAO.

THE Hotel is under European manage-  
ment and most strict supervision as to  
food, cleanliness and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days' rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
Two steamers (ss. Sai An and Sai Tai) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with both  
these centres.  
Cable Address—"BOA VISTA"  
For Terms, apply to  
THE MANAGER.

### MACAO HOTEL.

SPECIAL REDUCED SUMMER RATES  
PER DAY \$4 to \$7 according to Rooms selected  
" WEEK \$25 to \$40 do. do. do.  
" MONTH \$90 to \$140 do. do. do.  
WEEK-ENDS—Saturday afternoon to Monday  
morning—\$7 to \$10.  
Two persons occupying one room will be  
charged a rate and a half only.  
Children under 12—half rates.

SPECIAL TERMS FOR FAMILIES.  
Excellent Cooking by AN CHRONG, for over  
seventeen years Chief Cook with the  
late Mr. J. W. OSBORNE.  
WM. FARMER, Proprietor.



## INTIMATION

**A. S. WATSON & CO.**  
LIMITED.

ESTABLISHED A.D. 1841.

## CHEMISTS

By Appointment to His Excellency  
THE GOVERNOR & HOUSEHOLD.

WATSON'S  
YE OLDE ENGLISH  
**LAVENDER**  
**WATER**  
In Elegant Bottles. A delightful adjunct  
to the Toilet.

WATSON'S  
GENUINE  
**EAU DE COLOGNE**  
Cooling and Refreshing.

WATSON'S  
**TOILET SOAPS**  
Of the finest quality, guaranteed.  
OTTO OF ROSE  
PEAU D'ESPAGNE  
VIOLETTE OATMEAL  
VIOLETTE DE PARME  
SKIN SOAP FOR THE COMPLEXION  
PECKLEY HEAT SOAP  
(Arnica, Camphor and Carbolic).

WATSON'S  
**AMMONIA**  
For the Toilet and Bath. Refreshing  
and Invigorating.

**A. S. WATSON & CO.**  
LIMITED.

**THE HONGKONG DISPENSARY,**  
ALFRED BUILDINGS.  
Hongkong, 22nd June, 1908.

**NOTICE TO CORRESPONDENTS.**  
Only communications relating to the news to us  
should be addressed to THE EDITOR.  
Correspondents must forward their names and ad-  
dresses with communications addressed to the  
Editor, not for publication but as evidence of good  
faith.  
All letters for publication should be written on  
one side of the paper only.  
No anonymously signed communications that have  
already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be  
sent before 11 a.m. on day of publication. After that  
hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: Press.  
Cable: A.S.W. 24th Ed. Editor.  
P. O. Box, 24. Telephone No. 12.

**BIRTHS.**  
On June 20th at the Victoria Hospital, the wife  
of Mr. H. A. CHAI, of a daughter. [1908]  
On 20th June, at No. 6, Langford Place, St.  
John's Wood, London, the wife of Herbert W.  
Laker, of Victoria, Hongkong, Solicitor, of a  
daughter. [1908]

HONGKONG OFFICE: 10A, DES VOGES ROAD, C  
LONDON OFFICE: 181, FLEET STREET, E.C.

**The Daily Press.**  
HONGKONG, JUNE 22ND, 1908.

An article of much interest at the present  
time on the subject of Socialism, appears in  
the *Revue des deux mondes* from the pen of  
Mr. PAUL DUBOIS, a well known and very  
able political writer. It deals with what  
is designated "Municipal Socialism in  
England" and, after giving an exhaustive  
account of the manner in which socialistic  
principles have been adopted by various  
municipalities in that country, treats, in-  
cidentally of the whole subject of socialism,  
both in England and France, and shows the  
danger of such a system if applied to the  
State.

The difficulty of arriving at any conclusion  
on the subject of Socialism is that the term  
is used with a great variety of meanings.  
For all that has been said about Socialism  
for years past it would be difficult to give  
any exact definition of what the term really  
means. The idea of very many is that  
Socialism is some recently discovered means  
of putting an end to all the evils of poverty  
—to low wages, to sweating, to unemploy-  
ment, to the wretched surroundings of  
the slums in which many have to pass  
their lives. This end appears so desirable  
that people are inclined to believe in any  
means, which have a plausible appearance  
of being likely to attain it; and the subject  
has afforded an endless number of pictures  
of orators, the power of whose

speeches is the result of a happy ignoring  
of all that can be said on the other side.  
The curious fact, however, remains that most  
of those who have actual knowledge of the  
poor and have taken an active part in  
relieving them are opposed to the socialistic  
creed and are fully alive to its practical  
futility, and indeed, to its danger. Those  
best conversant with the subject are aware  
that there will always be a large class whose  
condition it is impossible to improve for the  
simple reason that they make no effort in  
that direction themselves; and that without  
this no artificial economic measures can  
produce any permanent good. It will be  
long before anything like unanimity will be  
arrived at on this broad bearing of the  
subject, but individual parts of the Socialist  
propaganda of a less sweeping character are  
already being accepted, and they may form  
a temptation to go to further and dangerous  
lengths. What really is aimed at by the  
Socialists is nothing less than a system of  
nationalised charity—an arrangement of  
some kind by which constant and permanent  
assistance is to be given in various ways to  
the poor at the expense of the public  
generally. It is not considered that if this  
and could be attained, the necessary effect  
would be a diminution in the sums which  
are voluntarily given to a very large amount  
in the form of public and private charities.  
Such, however, would undoubtedly be the  
case, though it would be difficult to establish  
the fact by statistics.

Up to the present only two measures of  
the Socialist school have been considered as  
within the range of state politics, namely old  
age pensions and the nationalisation of  
railways, and for both, plausible reasons are  
urged. The former, however, stands on a  
totally different footing to the latter.  
Relief of the poor has to be provided in  
some form by public bodies or by the State  
and on this ground the matter may be  
deemed one which Government may  
undertake within reasonable limits.  
Time, however, was when both these  
schemes would have been condemned  
upon the hitherto accepted principle that  
matters which can be done by private  
persons should be left to them and will be  
better performed by them than if under-  
taken by Government. The principle of  
old age pensions however appeals to very  
natural and respectable feelings of com-  
passion, and in this way may perhaps be  
accepted, though father upon motives of  
kindliness than of sound judgment—and in-  
deed it seems to have been approached  
much in this mood by the Liberal party at  
home. There was, however, a good deal  
of party policy in their action. Although  
the labour party are not in favour of the  
more extreme recommendations of the So-  
cialists, the particular scheme of old age  
pensions is certain to be popular with them  
—and the Labour party must be conciliated  
in view of a possible general election. It  
has, however, been often pointed out that a  
suitable provision for old age can be secured  
by the payment of a very small sum in  
early years, and there would seem no reason  
why some kind of working-men's deferred  
annuity company might not be established,  
which would secure the end in view quite as  
effectually as any Government system.  
This, however, may be considered impos-  
sible on account of the inherent want of  
prudence which characterises the working  
classes in England, and there may, on this  
ground, be reasons for making the concession  
though it certainly is a serious one when  
though £6,000,000 are now spoken of, it  
is estimated it may cost the country as  
much as £80,000,000 per annum before  
it has been in existence many years.

The question, however, of the national-  
isation of railways stands upon a very  
different footing—and the results would  
undoubtedly be very serious if any such  
measures were adopted. Of this we have  
the valuable object lesson to which Mr.  
PAUL DUBOIS calls attention, the result of  
administration on Socialistic lines by various  
large municipal bodies in England. In  
hardly any case has the experiment been  
in the long run pecuniarily successful and,  
in most instances, the effect of the munici-  
palities in undertaking the work of supplying  
gas, water, tramways, electrical force, tele-  
phone service and the like, has proved con-  
clusively that the work could have been  
done much more cheaply and efficiently  
by private enterprise. But the effect  
politically has been enormous. The em-  
ployment of so many workmen has placed  
a large number of votes directly for the  
councils, and indirectly for Parliament at  
the disposal of those connected with these  
Councils. The workmen by the municipal  
bodies have been really masters of the  
situation and have been able to make their  
own terms both as to employment and pay-  
ment. It is satisfactory to notice that the  
London County Council have recently  
taken warning and have set their face

against the system which they had hitherto  
been following in common with other munici-  
pal institutions. No one, with these facts  
before him, can doubt that the effect of  
nationalising the railways and other like  
services would be the same as that which has  
attended the like movement on the part of  
the municipalities. The railways would be  
less effectively administered, but a vast  
number of working men would be under the  
direct employment of the Government—and,  
as most of these men would represent a  
vote, no Government could remain in office  
who did not conform to their views. This,  
combined with the great powers the working  
classes already possess by means of their  
trade unions, would throw the whole  
governing force into their hands and an  
opening would be thus given to the intro-  
duction of the more drastic measures  
which the Socialists desire to see carried—  
all having for their object the taxation of  
those who have something in favour of  
those who have nothing. This may be very  
creditable though vicarious benevolence but  
it is very bad statesmanship and can only  
lead in the end to the impoverishment of the  
community as a whole and to the increase of  
the evil which it is designed to correct. In  
speaking of the effects of Socialism in France,  
M. DUBOIS says "it may be truly said that  
the large number who vote can, with im-  
punity, place burdens upon the small  
number who pay." If Socialism, in the form  
of placing railways and the like enterprises  
directly under the management of the  
Government, were introduced, we should  
soon arrive at a similar state of affairs in the  
United Kingdom.

Tenders are invited for the deepening of the  
refuge at Causeway Bay.

Eight cases of plague, seven fatal, were  
reported during the day ended noon 20th June.

The members of the new Infantry company  
of Volunteers are to meet their captain on  
Friday night.

The steamer *Houping* launched by Messrs.  
Balley and Company underwent its trial trip on  
Saturday afternoon.

The American Consul-General informs us of  
the receipt of a telegram from Manila dated  
June 20th reading: "Depression N.E. Manila  
moving probably Northwards."

His Excellency the Governor has been pleased  
to recognise, provisionally and pending the  
receipt of His Majesty's exequatur, Mr. Jose  
Joachim Leiria as Consul for Portugal in  
Hongkong.

Mr. L. A. M. Johnston, Postmaster General,  
has been appointed Colonial Treasurer, during  
the absence on leave of the Hon. Mr. A. M.  
Thomson, or until further notice, with effect  
from the 18th instant.

Mr. Lau Chu-pak, after serving three years  
on the Chinese staff of the Hongkong and  
Kowloon Railway, has resigned owing to pressure  
of business. Mr. Lau did good work in helping  
to educate the Chinese in laws of sanitation,  
and his resignation will be  
felt as a distinct loss.

Some misgiving is likely to be aroused by the  
return of the Imperial Maritime Customs, just  
issued, which shows that while the duty col-  
lected on foreign opium decreased by 31,787 ta's,  
the duty on native opium increased by 72,368  
ta's.

The *Japan Advertiser* prints a telegram stat-  
ing that the Canadian liner "Macrotank" has  
still further lowered the Atlantic record, her  
latest crossing being made in the wonderful  
time of 4 days, 20 hours, 45 minutes. The  
granting of a subsidy by the British Govern-  
ment to the Canadian Line is now assured.

His Excellency the Governor has given his  
assent, in the name and on behalf of His Majesty  
the King, to Ordinance No. 11 of 1908.—An  
Ordinance to authorise the appropriation of a  
supplementary sum of one hundred and sixty-six  
thousand seven hundred and thirty-five dollars  
and eighty-five cents, to defray the charges of  
the year 1907.

The reconstruction of the South Manchurian  
Railway lines into broad gauge having been  
completed, the rolling stock used on the narrow  
gauge lines has become useless, and it is now  
being collected at Lijun and Tientsin for the  
purpose of transportation to Japan. The rolling  
stock to be sent home consists of 217  
engines, 3,200 goods trucks, and 200 passenger  
carriages.

We are informed by the Colonial Secretary  
that Mr. Clement's paper entitled "Calculation  
of the Percentage of Opium Smokers in China,  
Siu-Chuan and Hongkong" was not laid on the  
table at the last meeting of the Legislative  
Council. The document, he writes, was not  
intended for publication at the present time and  
serious inconvenience has been caused by giving  
it publicity.

The following appears in the *Government  
Gazette*:—With reference to Government Notifi-  
cation No. 194 of the 20th of March last, it is  
herby notified that, as only one purchaser of  
the *Government Gazette* has applied to have a  
corrected copy of the local Hansard issued with  
the copy of the *Gazette* issued next but  
one after each meeting of the Legislative  
Council, the offer made in Government Notifi-  
cation No. 194 is now withdrawn; and any  
person who desires to obtain copies of the  
local Hansard should order them direct from  
the publishers.

It is reported from Peking that Sir John  
Jordan has communicated with the Waiwung  
recommending the establishment of wireless  
telegraph stations along the whole maritime  
coast of China, which includes the coast lines of  
Chihli, Shantung, Kiangsu, Chekiang, Fukien,  
and Kwangtung provinces.

A proposal is made by the South Manchurian  
Railway Company to lease the Tairen (Dai-  
ny) docks belonging to the company to the Kawa-  
saki Dockyard Company, of Kobe, and negotia-  
tions are said to be progressing between the two  
companies regarding the terms of the lease. It  
is not yet decided whether the docks will be  
leased as a whole or in part.

The board of directors of the Japan Sugar  
Refining Company propose to pay a dividend  
for the last half-year at the rate of 15 per cent.  
It is stated that some of the shareholders desire  
the rate should be 20 per cent. in view of the  
result of the working for the period; but the  
company recommends that the amount to be  
placed to the reserve should be increased to  
¥100,000 and the value of property written  
down.

So far, nothing has been said officially to  
connect Sarawak and British North Borneo,  
either directly or indirectly, with the dependen-  
cies which are about to "give up" the opium  
traffic and the revenue arising from it. Why  
are these two British-protected, yet semi-  
independent, States to be allowed to escape from  
the net which, according to the Under Secretary  
of State, has caught the Eastern Crown  
Colonies and the semi-independent Federated  
Malay States?

Last month the United States Circuit Court  
of Appeals at San Francisco dealt with the  
appeal of the owners of the "Tacoma," the  
North-Western Steamship Company, against  
Thomas Tuttle et al. and Charles H. Robertson  
et al. The decree of the lower Court awarding  
damages for exposure and suffering after having  
been tricked into a blockade-running expedition  
during the Russo-Japanese war was affirmed by  
the Appeal Court.

The Russian steamers "Amur" and  
"Dniester," belonging to the Far-East Steam-  
ship Company, are still detained at Nagasaki,  
where they were attached three months ago by  
the Hitakata Colliery Company, of Nagasaki,  
on a claim against coal supplied amounting to  
about ¥20,000. According to a Nagasaki dis-  
patch, all remittances having stopped, the  
captains of the two steamers have no means to  
purchase provisions for the crew and have  
appealed to the Russian Embassy in Tokyo for  
assistance. The Russian Consul at Nagasaki  
has sent a telegram to the owners of the steamers  
at Vladivostok urging that a remittance should  
be sent without delay.

The question whether the threat of excom-  
munication in certain circumstances is not an  
infringement of French law has arisen before  
the British Courts in connection with the  
action of a Lorient priest, who was summoned  
before the local Police Court for having been  
asked the founders of the Church over the  
heads of a prospective purchaser of ecclesiastical  
property in his parish. The magistrates de-  
cided that there had been no breach of the law  
and their decision was confirmed by the Rennes  
Court of Appeal. The case, however, has now  
come before the Court of Cassation, which has  
quashed the Rennes judgement. The case will  
be tried over again in another local Court.

The U.S. Senate has passed the Diplomatic  
and Consular Bill for the purpose of affording  
American representatives the means of main-  
taining more adequate establishments. Its un-  
animous support is said to have been due to the  
recent Hill-Tower diplomatic incident at Berlin.  
Increased salaries for Ambassadors and Minis-  
ters are favoured, and the Bill provides an  
appropriation for the purchase of the embassy  
houses at Paris. Senator Lodge enlivened the  
proceedings by a Choate story. The Ambassa-  
dor was strolling aimlessly one night, and was  
told by a policeman that he must go home. "I  
have no home," Mr. Choate replied; "I am an  
American Ambassador."

A St. Petersburg message to the "Corres-  
pondance Russe," says it is rumoured that three  
foreign banking houses have applied to the  
Government for the Amur Railway concession.  
They are understood to have proposed the  
following terms: (1) the concession to be for a  
term of forty years, after which the entire  
enterprise shall revert to the State; (2) the  
company formed by the banks in question to be  
granted land of length corresponding to the  
length of the route, and 25 vershi in breadth;  
(3) the State to guarantee a certain fixed  
minimum of receipts. In Government circles,  
adds the correspondent, these terms are con-  
sidered unreasonable. The clause as to minimum  
receipts is absolutely unacceptable.

The *Choate Anecdotes* states that Java opium  
sugar began to rise in price as the sugar season  
approached and not a few Chinese merchants  
who held stocks made large profits. The sugar  
market in China is reviving, and the export of  
sugar from Japan showed a marked increase  
last month. The total export of the Japan  
Sugar Refining Company alone in May was  
estimated to reach 50,000 piculs. The principal  
buyers of sugar at present are the Mitsui  
Bassan and Chinese merchants at Shanghai.  
The Japan Sugar Refining Company is now  
very active in China. The company proposes  
depositing with the Shanghai branch of the  
Specie Bank the money received in silver  
for sugar sold in China, and working on this  
fund, and negotiations are in progress between  
the company and the bank. In view of the fact  
that the Government is doing its best to  
increase exports, the Specie Bank will agree to  
give all possible assistance to facilitate the  
export of sugar.

It is reported that the Japanese Government  
finds it impossible to ignore any longer the  
proposal to separate the account of the railway  
administration from the general finance of the  
Government and place it on an independent  
basis, in this way allocating profits to the  
redemption of the Railway bonds. The matter  
was the subject of a representation by the Diet  
during the last session, and the leading bankers  
and business men are now strongly urging the  
necessity of its adoption. The Premier has at  
last appointed a Committee to investigate the  
question.

A railway line is to be constructed in South  
Korea to connect Kusan and Mokpo with the  
Seoul-Fusan Railway at Taityong, halfway  
between Seoul and Fusan, the line running  
southward across Chyung-chong and Cholla  
provinces. The survey of the route and in-  
vestigation into the probable goods and pas-  
senger traffic were begun in September last by  
experts, and the survey of the route between  
Mokpo and Kusan was completed by the end of  
last year. The survey of the route to Taityong  
was commenced in April last, and the work is  
expected to be completed early in August. It  
is hoped to begin the work of constructing the  
line by April or May next year.

Sir Ralph Payne-Gallwey tells, in the  
columns of "Golf Illustrated," the story of an  
extraordinary golfing coincidence. "When  
playing golf at Starbeck, near Harrogate, a  
short time ago," he writes, "my opponent, a lady,  
unfortunately knocked over a lack from her  
drive, which then fluttered about on the ground  
at from fifty to sixty yards distance. She was  
anxious to go to the bird at once to see if she  
could in any way render it assistance. I, how-  
ever, persuaded her to wait until I had driven  
off also, when I said we would go up together.  
I proceeded to drive, and topped my shot badly,  
but my ball hit the wounded bird and killed it.  
This incident was witnessed by four or five  
persons."

All who are interested in military football  
here will appreciate this story:—The story of  
how Tommy Atkins was outwitted on the "field  
of battle" in South Africa—that is to say, the  
football field—is too good to be lost. It was  
the final of the cup, and eleven miners on the  
one side and a regimental team on the other  
were striving might and main in a mining  
district. At last the miners scored a lucky  
goal and so the game stood on the stroke of  
"time," when the soldiers, in a last despairing  
effort, descended with a mighty rush upon the  
opposing custodian. Never did there appear  
to be a greater certainty than the fall of that  
goal. But a strange thing happened. As though  
by preconcerted arrangement, the crowd, ac-  
companied by an improvised band, began to sing  
the National Anthem, instinctively every  
"Tommy" stood to "Attention"—and the goal  
was saved!

Michael Baikinov, a hussar who entered the  
Russian army in 1797, and served in it for  
eighty years, was included among the objects of  
interest which the Czar was able to exhibit at  
Garekole Solo for the Swedish royal wedding.  
Baikinov is 138 years of age, and is still active.  
He sees and hears well, and lives on his own  
farm. He has the rank of "retired peasant,"  
and a pension of £120. Recently a lottery ticket  
which he had brought won £500, and it was to  
collect this money that the old man travelled  
from Tver to the capital. He was a grown man  
when Napoleon invaded Russia; he was per-  
sonally known to General Kutusoff, and was  
still serving in the days of Skobelev, who also  
showed him personal marks of his favour.  
Baikinov has the "For Valour" medals of St.  
George of all the classes, a couple of orders of  
other medals and crosses of distinction which he  
won in the course of his military service, and  
two medals for saving life.

A gruesome fatality is reported from  
Dindigul, says a Madura correspondent of the  
"Madras Mail." An elephant—a tusked be-  
longing to the Paldi temple—had as usual been  
taken thither to assist at the annual Chitral  
festival. When the festival had come to a  
close, the mahout took the elephant about for  
exhibition and collection of presents. The  
beast was brought back to the temple and the  
mahout was engaged in picking it. The hind  
legs had been fastened, and the man went to  
the front and bent down to fasten the forelegs,  
when the brute seized the mahout and trampled  
the life out of him. Not content with this, the  
elephant vented its fury further by going the  
disfigured mass with its tusks, and then, rolling  
the mangled remains into a ball, held it secura-  
ly under its trunk. Great crowds had collected  
meanwhile, but the corpse could not be taken  
from the enraged beast. The services of an-  
other mahout were requisitioned at last, and he  
contrived to distract the attention of the animal  
when the remains of the mahout were removed.  
The animal quieted down after some time.  
Another mahout was sent for from Paldi and  
the now quiet elephant was taken back.

**SWEETS.**  
People who like an occasional innocent  
"fuffter" in a sweetstake will be pained to  
hear that all sweetstakes are illegal.  
It does not matter whether the sweetstake is  
drawn in a club, a public-house, or a private  
house; wherever it takes place the participants  
are guilty of an offence under the Gaming Act.  
Such, at any rate, is the opinion of Sir  
Robert Hunter, solicitor to the Post Office,  
who gave evidence at the first public sitting  
of the Joint Committee on Lotteries.

Sir Robert said that public-house sweetstakes  
had been held to be illegal.  
"Does that really apply to all sweetstakes  
held in clubs, at this time of the year?" asked  
Ed. Beauchamp, the chairman of the Com-  
mittee.  
"Yes, I am inclined to think it does," replied  
Sir Robert Hunter. "It does not make any  
difference whether it is held in a public-house  
or a club."  
"Even if it is held in a private-house?"  
pursued the chairman.  
"I am inclined to think so," said Sir Robert.  
"Lotteries in the strict sense of the term," he  
continued, "are practically non-existent in the  
United Kingdom."

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]  
THE AMERICAN ELECTIONS.]

LONDON, June 20th.  
Mr. Sherman has been adopted  
for the Vice-Presidency.

FLOODING IN INDIA.  
LONDON, June 20th.  
Enormous damage has been done  
by floods in Calcutta.

GOLF CHAMPIONSHIP.  
LONDON, June 20th.  
Braid has won the golf champion-  
ship.  
[James Braid secures the open championship  
again.]

NEW FIELD MARSHALL.  
LONDON, June 20th.  
The Earl of Brownlow has been  
created Field Marshall.

[The new field marshal was born in 1844 and  
joined the Grenadier Guards in 1863. He was  
Parliamentary Secretary to the Local Govern-  
ment Board from 1885 to 1888, Paymaster  
General 1887-1889, Under Secretary of State  
for War 1889. He is an A.D.C. to the King.]

[REUTER'S SERVICE.]  
PRESIDENT ROOSEVELT.

LONDON, June 18th.  
At the Chicago Convention, Senator  
Lodge, permanent chairman, in a speech  
eulogising President Roosevelt, evoked a  
remarkable demonstration lasting forty-five  
minutes. Senator Lodge's impressive de-  
claration that President Roosevelt's deci-  
sion not to stand again for the presidency is  
irrevocable reduced the hall to silence. Mr.  
Taft's delegates at the Convention secured  
700 seats out of a total of 980.

MOROCCO.  
LONDON, June 18th.  
Mulai Hafid has been proclaimed Sultan  
of Morocco at Tetuan.

THE U. S. PRESIDENCY.  
LONDON, June 18th.  
The Republican Convention have adopted  
a platform containing every plank favoured  
by Mr. Taft and President Roosevelt.

LONDON, June 19th.  
The Chicago Convention adopted Mr.  
Taft by 702 votes out of 978, and his  
nomination for the Presidency was then  
made unanimous.

A roll-call of the States nominating other  
candidates was continuously interrupted  
until Ohio was reached, when Mr. Taft's  
name was received with tremendous enthu-  
siasm. Pennsylvania cast three votes for  
Mr. Roosevelt though he was not nominated.  
President Roosevelt, interviewed at  
Washington, said the country was to be  
congratulated on its choice. He had known  
Mr. Taft intimately for years, and thought  
that no man was so well fitted to be  
President. Mr. Taft had the same ideals  
and purposes as himself, and was absolutely  
fearless, disinterested and upright.

MACEDONIA.  
LONDON, June 18th.  
Reuter learns that the details of the  
Anglo-Russian proposals regarding Macedo-  
nia are practically settled, and that as  
soon as the agreement is definite, the two  
Governments will seek the adhesion of other  
Powers. Turkey has decided to withdraw  
her troops from Samos except one battalion.

LAWN BOWLS.

A match between these neighbours, the Police  
Bowling Club and the Civil Service Bowling  
Club, was played on Saturday afternoon on the  
ground of the former. Fortunately the weather  
was fine and the meeting proved most interest-  
ing. The result was a win for the Civil  
Service by 94 to 74. Two of the Civil Service  
riks won handsomely, but the visitors were  
down badly on and drew on another. This  
certainly shows improved form on the part  
of the Police. Scores:—

Civil Service—No. 1 rink—E. Hudson, A.  
Carter, R. Daneau and J. A. Wheel (skip),  
10. Police—No. 1 rink—P. C. Ogg, J. Quinn,  
Sergeant Pitt and Insp. Cameron (skip), 19.  
Civil Service—No. 2 rink—E. W. Dawson,  
A. Blower, A. M. Thornhill and L. E. Bret  
(skip), 31. Police—No. 2 rink—Sergeant Watt,  
Insp. Hannon, P. C. Gledinning and Insp.  
Richie (skip), 14.  
Civil Service—No. 3 rink—W. H. Wooley,  
C. W. Brett, R. Fenton and M. Malvor  
(skip), 9. Police—No. 3 rink—P. C. Ball,  
Sergeant Kent, P. C. Molennan, and Insp.  
Robertson (skip), 24.  
Civil Service—No. 4 rink—A. Fife, P. R.  
Adams, C. Bond, and W. H. Kelly (skip),  
35. Police—No. 4 rink—Insp. Langley, A.  
Hill, Insp. McHardy and Insp. Withers  
(skip), 17.



## SUPREME COURT.

Saturday, 20th June.

## IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (ACTING PRINCIPAL JUDGE).

## THE PURCHASE OF A JUNK.

Man Shi Sam, alias Man Chi, a trader of 94 Connaught Road, sued Chan Tin Ting alias Chan Yam Ting for \$207.94, being balance due under a promissory note. Mr. O. D. Thomson appeared for the plaintiff and Mr. Otto Kong Sing represented the defendant.

Mr. Thomson said plaintiff was formerly the owner of a junk and on November 14th of last year he agreed to sell it to the defendant for \$1,500, although at the defendant's request the purchase price was put in at \$2,500. On that date an agreement was entered into and defendant paid \$100 on account and the plaintiff signed the agreement of sale and acknowledged having received \$1,000 being the extra \$1,000 representing the difference between the \$2,500 and \$1,500. Defendant on various dates paid instalments and on January 18th a balance of \$700 was due. At the request of the defendant, plaintiff signed two documents, one for \$500 and the other a simple acknowledgment of indebtedness for \$200, the reason being that the stamp on the promissory note would only cover \$500. The \$200 was paid in due course as well as instalments amounting to \$315, leaving \$185 still owing. On June 8th defendant's account came to the plaintiff and said defendant was ready to pay the money, but plaintiff did not go until a day or two afterwards, on arrival defendant produced some bags containing opium and asked plaintiff to produce the promissory note and receipt. This the plaintiff did, acknowledging the receipt of the money in full, whereupon defendant took both the receipt and the bags to a cable and then told plaintiff to wait until his father returned. Eventually the police were called and they advised plaintiff that it was a matter for the Summary Court.

Evidence was called, and His Honour entered judgment for the plaintiff for \$185 and costs.

## HONGKONG VOLUNTEERS.

The annual report of the Hongkong Volunteer Corps for the year ending April 1st, 1908, appears in the *Gazette*. Lieut. Colonel Chapman writes that on March 31, 1908 the total strength of the Corps was 295 as against 289 the preceding year. During the year 65 members had resigned, 3 on medical certificates, 27 in the Colony and 38 on leaving the Colony. The new members enrolled numbered 74.

The Volunteer Reserve Association had on March 31st a membership of 219, a decrease of 29 during the past twelve months. Rifle practice had been carried on for two days a week throughout the year.

The discipline of the Corps has been very good. The number of non-offenders who have to pay fines is 12. Four members attended over 100 drills. The highest number 123 was by Corp. A. E. Wright.

Musketry is very popular with the majority of the members of the Corps and would undoubtedly be still more so if the King's Park range at Kowloon was available more frequently for their use. During the year 52,089 rounds have been fired by members of the Corps and 25,715 rounds have been supplied to the Reserve Association.

The Cadet Company has now 22 members.

A bugle band is being started and a miniature rifle range close to the Victoria School.

In concluding his report Colonel Chapman said: "I am indebted to Major Fritchard for the efficient state in which he left the Corps on his resignation on 1st April, 1907, and am glad to be able to report that this standard of efficiency has been maintained, thanks to the willing co-operation of all members of the Corps and to the help I have received from my Staff Officer, Corps Sergeant Major W. Higby and Staff Armourer G. W. Avenell have continued to perform their duties to my entire satisfaction."

## MR. SYKES.

The *N.C. Daily News* of June 18th says:—Mr. Sykes appeared before the Mixed Court yesterday charged with obtaining money or goods by false pretences from no less than six Chinese complainants. He was accompanied by his lawyer, Mr. Brooks, and when he came on the British stand he informed him that he could not be permitted to remain in Shanghai and live on money he obtained from Chinese. None of his countrymen were prepared to do anything for him because of his previous record. Mr. Barton said that Sykes should not have entered into further contracts with Chinese thus obtaining credit by false pretences. The possibilities of civilisations had been exhausted, and now Chinese must be safeguarded from being victimised by accused. Mr. Sykes said that he had brought \$600 back from Hongkong when he returned a few months ago. The Chinese complainants wanted to help him, and the money he had received had been spent on telegrams.

The Assessor pointed out that the items included sums for a razor, a hat and a carriage. By incurring further obligations he had disobeyed the orders of the Court. Upon this Mr. Sykes became eloquent in his denunciation of his accusers, who he said, had promised to help him, and had then let him down. The Assessor remanded the case until Monday, and ordered Sykes to be kept in custody unless he could find cash bail for the 500.

Later in the morning Mrs. Sykes appeared upon the scene, and urged the Assessor not to be "strong," but to have pity on the father of her family. She asserted the Court that her husband would not fail to appear on Monday, and she suggested that Mr. Brooks, who had been a witness, should be allowed to accept neither, but adhere to the original order that Mr. Sykes must deposit the 500 in cash. Thereupon Mrs. Sykes wept bitterly, and remorsefully related that she had brought her husband back from Hongkong, to which the Assessor retorted, "It is a great pity you did, Mrs. Sykes. I cannot do anything, as he seems to be supporting his children by deceiving Chinese." Mrs. Sykes then dried her eyes and drove away from Court.

## VOLUNTEER TROOP.

The report, by Lieut. C. H. Ross, Commanding the Hongkong Volunteer Troop, dated 7th January last, on the camp in the New Territories is published in the current issue of the *Gazette*. Lieut. Ross writes: "I have the honour to give you herewith a short report on the Volunteer Troop Camp, which was held from the 21st to the 26th December last."

**Site.**—The Camp was pitched on the same site as that selected in 1906, viz., on the Southern slope of the hills at the North end of the Fanling valley, close to the village of Ho Sheung Hing and about one mile distant from Cheung Shui. The site is an excellent one for a small camp, the ground being level and of a dry sandy composition, with a good stream of water alongside flowing direct from the hill top.

**Weather.**—The weather was good, some rain fell on the 24th and 25th December, but did not interfere with our work.

**Tents.**—Ten small tents and two E. P. tents were drawn from the Ordnance Store Department. The E. P. tents were joined together and used as a mess tent. A ample supply of tent-poles was provided this year, and though we had some strong wind none of the tents were blown down.

**Stabling.**—A temporary makeshift stable was erected for our ponies, it was an improvement on that put up last year.

**Transport of ponies across Harbour.**—The Army Service Corps being unable to provide a lighter on the 21st December, we transported our ponies to Kowloon by junk. On the return journey an Army Service Corps lighter was provided. I wish again to draw attention to the form of gangway which is provided for the purpose of connecting the lighter with the shore. Last year we were given simple plankings about 2 1/2 feet wide, which worked well except that by reason of its narrow width, the ponies were apt to slip a leg over its side, this year high canvas sides have been added to the plankings, and though possibly the arrangement may be excellent for trained animals, it certainly does not commend itself to the Chinese pony. We had great difficulty in getting our ponies to face it, tired though they were after a 18 mile ride. One pony despite our efforts refused to enter and as the tide was falling had to be left behind and brought across later in a junk.

I would recommend a plain gangway about 5 to 6 feet in width, with raised edges say about 6 inches in height.

**Attendance in Camp.**—Owing to absence from the Colony, sickness, and other causes the attendance of members was less than last year.

Our present available strength in the Colony is 34. Of this number, 4 are married men who apparently cannot leave their families at Christmas time, 3 were sick, and 4 were unable to obtain leave of absence from their work. All remaining members attended Camp.

**Work performed.**—The march out to Camp (18 miles) was performed with two halts of about one hour each, in 7 hours; the return journey with only one halt taking just 6 hours.

I attach a map (which please return) showing the roads ridden or walked over by members during our Camp.

I would draw attention to one expedition, which I think was creditable work performed by two sections each under a N.C.O. working from opposite directions, i.e., from the Camp to Sha-Tai-Kok and over the mountain along the frontier to the Samchoi River, and back to Camp via Taku-Lin (Kong Tai Han Boon House). The path over the mountain by the frontier is very steep, some 1,500 feet in height, the road being "paved" and in many places "stepped". The ride, about 24 miles, took 6 1/2 hours in the case of the section working from the North, and 6 1/2 hours for the section approaching the pass from the Southward.

I think the members, who have attended both the 1906 and 1907 camps, have now a very good knowledge of the frontier portion of the New Territories. The ponies stood the work well, and beyond a few falls off bridges and paddy fields, we had no accidents. I have to report one case of sore back, and two ponies girth-galled, these were treated with the simple remedy of salt and water and were able to carry their owners back to Hongkong without further harm.

A farrier was in attendance, but his services were not required. Last year many of our ponies required re-shoeing or attendance of some kind, this year we covered more ground and theoretically more shoeing work should have been required. I can only ascribe this satisfactory state of affairs to the better weather we enjoyed this year, and consequent drier state of the ground with less action on the ponies' shoes.

**Saddlery.**—I much regret to report that the leather of most of the bridles and headstalls at present in use, has perished.

Practically every bridle had to be repaired while in Camp, and though some of the breaks were no doubt due to careless handling on the part of the members, I think there is no doubt that the condition of these articles is not good. I would recommend that 40 new sets be ordered from India without delay.

I would also ask that a supply of stout straps for fastening blankets and overcoats to saddles be ordered at the same time; these last named articles we have hitherto procured ourselves locally, but they are of a success.

**Field Firing.**—On Christmas morning, the Troop was divided into two sections and field firing was carried on at small figure targets. The shooting was very fair.

**Sentry Work.**—Sentries were placed over the Camp from 10 p.m. to 6 a.m. Every man present in Camp thus performed from four to six hours sentry-work, during the five days we were out.

In conclusion I would mention that the Camp was pitched in a most satisfactory manner, two temporary bridges built and some roads made by Inspector Hudson, who acts as our instructor, and whose services were kindly lent to us by the Sanitary Authorities of Hongkong.

The commissariat was attended to by Ying Koo who carried out his onerous duties to the satisfaction of all who were present.

## FUNNELS AND FLAGS.

## FARE FROM VARIOUS SOURCES.

The Works Committee have recommended the Messy Docks and Harbour Board to take in hand the extension scheme for which an action was obtained from Parliament in 1906. The three Gladstone docks which it is proposed to build will involve an expenditure of over £2,000,000, distributed over five or six years, and will provide accommodation for vessels of 1,100 feet in length, while the depth of water over the sill at high water neap tides will be 40 feet. The success of the port of Liverpool has begotten a rare spirit of enterprise in its governing body, which thus boldly practices the adage when the *Justitia* and the *Maurician* will have fallen into the second rank of the largest vessels. The past twenty years have seen a growth in the shipping at Liverpool which is remarkable with whatever ports comparison is made. The tonnage, as a matter of fact, has nearly doubled, and within the past three years there has been an increase in the tonnage of ships paying dock dues of 600,000 tons, while the size of the steamers has increased from 500 feet, which was the length of the largest ship leaving the port in 1887, to 760 feet, the record length for vessel last year. With the completion of the new works it will be possible to use the river entrance as a lock for vessels up to 800 feet long.

The contract for the Canadian-Australian service which is now being conducted by the Union Steamship Company will expire in July. It is reported that no arrangements with this continuation have yet been reached with the shipping company, which refers to agree to the Canadian Government's requirements of an 18 days' journey.

In view of the Queensland Government's intention of entering into a contract for a new subsidised service between England and the Colony via Torres Strait, it may be recalled that the British India Company formerly ran a line of steamers on this route, starting early in the eighties, with a subsidy of £24,000 per year, and later, after the first contract expired, receiving £19,000 a year for a modified service. The British India Company now runs their steamers to Queensland via the Cape.

While the Japanese retain their clear-cut notions about monopolistic rights in Far Eastern waters and their pugnacious attitude towards foreign shipping wherever it encounters Japanese enterprise, it is not to be regarded as an essential adjunct of the Government's aggressive policy. There is now a Shipbuilding Encouragement Law, in respect of Japanese vessels for trade within the confines of Far Eastern seas, and a Steam Navigation Encouragement Law designed to assist Japanese competition in distant waters, both of which appear to be working to the satisfaction of the Government. In a reference to these measures recently before the Budget Sub-Committee, the Director of the Marine Bureau said that to them was largely due the increase in size which had taken place in Japanese steamers, and the construction of building facilities at Kure, Yokohama, and Kobe, the Mitsui Bishi yard of Nagasaki, and all the smaller shipbuilding yards of the country for the purpose of building large steamers and so participating in this buoyant system. Local trading vessels must be at least of 700 tons, and foreign trading vessels of 1,000 tons, in order to qualify for these Government grants. While the supply of suitable shipbuilding material in Japan was so scarce and the cost of skilled mechanics so limited, the Director thought the progress of shipbuilding could not be hoped for unless it enjoyed the financial support of the Government. The owners of steamers who are not receiving Government assistance are reported to be experiencing difficulty in conducting their business with profit. The rapid growth of the principal Japanese mercantile fleets has been attracting attention since the bounty system was under review in Parliament. Since the close of the war in Manchuria, the Nippon Yusen Kaisha has acquired 80 vessels representing 280,727 tons, and in addition to these it employs 11 chartered steamers of 45,146 tons belonging to the Government. Its fleet, which at the end of March, 1906, numbered 75 vessels of 253,936 tons, has since then become more than doubled, and six new steamers are now under construction for its European service, which will bring its total tonnage above 615,000.

The Osaka Shosen Kaisha also contemplates a wholesale extension of its business in the near future. It has now under construction five steamers of from 2,000 to 3,000 tons each, for service on the Korean coast, and another squadron of six steamers of 6,000 tons is to be projected, for service across the Pacific to America.

In view of the unexpected failure of the Ship Subsidy Bill in Congress, it is understood that the Boston Turbot Company is about to make a sale, this time to the United States Government, of their steamships "Freemont" and "Shawmut," now running in the Northern Pacific Railway service between Tacoma and the Orient. The Seattle agents of the company are given as authority for the report that the company's intention to dispose of all its vessels of American register for the reason that it is unprofitable to operate vessels flying the United States flag in the Pacific trade. About a year ago the Boston Turbot Company withdrew its steamships "Freemont," "Lyra," and "Shawmut," replacing them with the "Oreana" service with ships of British register, viz., the "Savario," "Knapton," and "Oreana," and as soon as the "Freemont" and "Shawmut" are sold, according to the version of the report given by the Canadian Trade Commissioner at Yokohama, they will also be replaced by British vessels now being built in England. In connection with the action of the American line, the Canadian Pacific, the Blue Funnel Line, the Chargeurs-Reunis, the Osaka Shosen Kaisha, and other leading lines in the Trans-Pacific trade are adding largely in number and tonnage to their fleets. "Nobody believes," says the Canadian Commissioner, "that ships carrying the American flag are being run at a loss, but that they are being run at a less profit than their competitors cannot be doubted. The reason why is an economic question that unfortunately has become a political one as well; but only the wilfully and interestedly blind will fail to see what, in this case, is the matter with the American flag."

There is no gainsaying that the depression in the shipping trade just now is extremely acute. It is not a question of making small profits. The difficulty of the shipowner is to avoid losing money. From among all the trades open to tramp steamers there is at the present time hardly one which offers the prospect of remunerative employment, such is the dead level to which freights have fallen. The result, of course, is seen in the laying-off of steamers after season, until at some ports the difficulty is to find sufficient accommodation for all the tonnage put out of commission. Something of this sort is the usual preliminary to better times, but there are those who think that for some months to come we shall see no break in the clouds. Cargo liners, like tramps, are

working at little or no profit, and passenger lines in many cases complain of restricted bookings. Naturally the tramp steamer feels the pinch, especially. Year after year the big steamship companies have gone on building large cargo boats, placing them on regular routes, and slowly but surely narrowing the opportunities of the ordinary cargo-seeker. Trade after trade, once more or less secured to the tramp, has thus been invaded and appropriated by the modern cargo-liner, until to-day there are those who profess anxiety as to the future of the tramp interest. But despite its gradual striction from recognized fields of operation, the probability is that the tramp will still justify its existence, although it is just now so badly hit. Nobody, however, wants to build boats of this class—or, indeed, of any other—at the present moment. Any idea that the settlement of the shipbuilding lock-out would lead to activity in construction may be dismissed. There will be little or no shipbuilding during the rest of the year, even if the labour market assumes a normal condition.

British shipowners have long been at a disadvantage in German ports by reason of the preferential treatment which the State railways accord to goods intended to be shipped under the German flag. It now appears that the French have taken a leaf out of the Teutonic book by the establishment of combined railway and ocean rates where goods are destined to be shipped in French vessels. The reduction in railway charges is said to amount to as much as 20 per cent, which is a substantial bonus in favour of the French flag. The British Chamber of Commerce in Paris suggests that it is not exactly a case of inequality of treatment, because an Englishman forwarding goods from France for shipment by a French vessel would benefit by the preferential tariff. On the other hand, the British ship is in any event adversely affected. The idea is that the present friendly relations between the two countries may be used to secure consideration of the matter through the ordinary channels of negotiation. This question of preferential treatment is all the more important because, not for the first time, attention is drawn to the very large share in the coal export trade of the country which foreign ships enjoy. It appears that of the 3,093 vessels which took coal cargoes from Great Britain last month no fewer than 1,639, or considerably more than half, were under foreign flags. Scotland and the North-East Coast are the principal centres of this foreign invasion, numbered 652, against 319 British, and Scotland the respective figures were 443 and 249. It seems an extraordinary state of things when the harbours or our East Coast are crowded with idle British steamers. Nor is it any satisfaction to reflect that much of the foreign tonnage employed was formerly and is the British flag, and has been acquired by those who can presumably work it more profitably.

Depression in the steamship trade is by no means confined to England. It is stated that the directors of the Messageries Maritimes, the largest of the French steamship companies, propose to pass the dividend on the present occasion. Continued weakness is also shown in the market for the shares of the principal German companies, which are suffering a good deal from the pronounced decline in emigrant traffic to the United States. It seems that for the first four months of the year there were carried from Bremen 14,583 emigrants, as against 38,789 in the corresponding period of 1907, while in the case of Hamburg the drop is from 66,311 to 17,948. In other words, for every five passengers of this class carried a year ago only about one now puts in an appearance. In Italy the same state of things exists, and passenger steamers from the New York service are not earning enough from the emigrant trade to pay their coal bills. In Hungary legislation is contemplated which will put considerable hindrances in the path of emigration agencies. Their existence is to be forbidden in inland centres and payment by remittance is to be rendered illegal.

—Break the cutting board is to be put under a tree.

## THE PANAMA CANAL.

Interest has been aroused by a magazine article by Mr. J. H. F. Stevens recently published in the *Geographical Magazine*, in which he argues that the work on the Panama Canal. He contends that there will be very little commercial value in the Canal to the United States, but that its commercial value to Europe will be great. He bases his contention on the fact that only 5 per cent. of the world's population lives south of the Equator, and that the United States gets very little trade from the eastern coast of South America. There is also little business between the west coast of South America and the United States, but a considerable amount of the saving of time in the steamers engaged in this business, as well as for those from the East to Europe, will make the Canal more useful to European countries and less than to the United States.

## LATE MR. J. J. MACBEAN.

Old residents of Singapore have learned with regret of the death of Mr. John James Macbean, which occurred at London on the 9th inst. He was the founder, and for many years Managing Director of Messrs. Howarth Erskine, Limited, engineers and contractors. The late Mr. Macbean had been some thirty years in Singapore, and was very well known and much respected by every one. He leaves a widow in London, but no family. The original firm of Howarth and Erskine was quite a small affair, till Mr. Macbean joined it and by his smart business capabilities and tact raised it to a high position with a capital of three millions, and branches from Rangoon to Shanghai. The deceased retired from active participation in the business of the firm in 1905, and has lived in London for the last two years. He had been ill for a long time, and it is believed that death was due to a general breakdown.

## LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Montague* arrived Shanghai at 8 p.m. on Friday, the 19th inst., and left again at 11 p.m. same day for Hongkong, where she is due to arrive at 8 a.m. to-morrow.

The P. & O. str. *Deceval* left Singapore for this port on the 19th inst. at 6 p.m. with the outward English mails, and is due here on the 24th inst. at about 9 a.m.

The N.Y.K. str. *Prinz Ludwig* carrying the German mails with dates from Berlin of the 2nd inst., left Colombo on the 19th inst. p.m., and may be expected here on or about the 30th inst.

The Boston S.S. Co.'s str. *Shawmut* left Yokohama on the 19th inst. for Victoria, B.C. and Tacoma.

The I.G.M. str. *Goeben* which left here on Wednesday, the 17th inst. at 10 a.m. arrived at Shanghai on the 19th inst. at 8 p.m.

How to BE BEAUTIFUL.—Keep your complexion clear and bright. Use the Skin Tonic and Poudre Charmanet will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

## STATE EXPRESS CIGARETTES AND TOBACCO.

555, 999 ASTORIAS, DE LUXE, QUO VADIS AND WINFRED CIGARETTES IN TINS OF 25 & 50.

ARDATH TOBACCO in 1/8 & 1/4 lbs. TINS  
GOLDEN HONEY DEW in 1/4 lbs. TINS  
SUPERB GOLD FLAKE in 1/4 lbs. TINS

## H. PRICE &amp; CO., LTD.

TELEPHONE No. 135.

WINE, SPIRIT &amp; CIGAR MERCHANTS.

Hongkong, 18th June, 1908.

12, QUEEN'S ROAD CENTRAL.

## SCENE IN THE LORDS.

Many peers might well have rubbed their eyes in surprise when the House of Lords assembled on May 5th. Honest John Morley, the man of the people, the extreme Radical of other days, the under or member of the House of Lords, in the scarlet robes of a peer, bowing low, raising his cocked hat, and bowing low again to the Woolpack as Viscount Morley?

But Lord Morley did not enter the House in the orthodox way. On the very threshold of his new career he came in contact with the traditions of the august assembly.

The scanty number of onlookers present during the ceremony of swearing in noticed a sudden break in the proceedings. The new peer addressed the Reading Clerk, who was observed to shake his head vigorously in the negative.

A hurried consultation took place between the Reading Clerk, Lord Peel, and Lord Bagehot, who stood sponsors for the novice. The difficulty, whatever it might have been, was settled, and the process of swearing in continued to the appointed end.

A correspondent was told that the incident arose upon the new peer's refusal to subscribe to the oath. He insisted on making affirmation. There being no precedent for such objection there was no form of affirmation handy. The form of oath, slightly varied, agreed, and the incident closed without its significance being guessed by the onlookers.

Such an incident has never previously occurred in the House of Lords. In the House of Commons, however, the question was raised to Mr. Bradlaugh, in 1880, when he claimed to make an affirmation leaving out the words, "So help me God."

Attended by the Duke of Norfolk and Garter King of Arms and Black Rod in the striking garb of office, Lord Morley and Lord Wolverhampton (Sir Henry Fowler) went the grave tour of the House, making the regulation circuit from the various points in turn, and doing their hats with due solemnity. Peers, baronesses, and commoners looked on as John Morley, on behalf of many, presented to the Lord Chancellor his patent of nobility.

Then they paced slowly to the table and took the oath. A few minutes later they had doffed their flowing red robes and had come silently into the Chamber again. The two political veterans, being new men in the Gilded Chamber, took their seats at the bottom of the front ministerial bench below a group of young peers who are under-Secretaries.

## A GREAT CHINESE LIBRARY.

Through the generosity of a few prompt subscribers, a notable addition of books has been made to the Chinese department of the Cambridge University Library. Ever since the gift by the late Sir Thomas Wade of the whole of his valuable collection, brought together during 40 years of residence in China, Cambridge has been easily first among all the libraries of Europe and America, and it is not too much to say that Duke T'ai and his suite, on the occasion of their visit in 1906, were amazed at the extent of the collection and also at the early of many individual works which were not before them. The purchases which have now been made include 51 separate works, numbering 1,203 volumes in all. Several important lacunae have been filled up. For instance, the Cambridge Library already possessed the gigantic anthology of the Tang dynasty (A.D. 618-906), which contains over 39,900 selected poems; and now to this has been added its sister work, a similar collection of the prose works of the same period, comprising 461 volumes of the same period. There is also a rare copy of the leading scholar of the day. One of the chief gems among these new acquisitions is an edition of *Lu Hsiang-shan's* *Wen-tzu*, issued in A.D. 1204. It is in 24 volumes, small folio, and has been most carefully preserved. References to this edition will be found in the great Catalogue of the Imperial Library, Peking. There is also one small book, the writings of Lieh Tzu, vulgarly attributed, according to a note added by some Chinese bibliophile, to the Sung dynasty (A.D. 960-1234), but in the absence of any actual date, the foreign collector, who has had but a moderate training in Chinese typography, ink, and paper, can only assert with confidence that it is a very old book. Another early printed book dates from 1465, and is a beautiful specimen of the best typography of that period. A fine edition of the poet Po Chüi (A.D. 772-846) dates from 1606; a collection of the prose writings of eight famous authors from 1631; the *Li-chün* edition from 1649; an old Chinese dictionary from 1670; besides which there are several standard works in 18th century editions. Already rich in its collections of reprints, a chaos of work of preserving many small books which would otherwise disappear, the Cambridge Library has now acquired three new ones, in 68, 24, and 12 volumes respectively. Good editions of one or two of the best novels have also been secured, as well as several collections of essays by known writers on light and interesting topics.

## COLLISION IN THE INLAND SEA.

The Japan Chronicle of June 5th says:—Another shipping disaster has occurred in the Inland Sea, but although one steamer has been sunk as a result, fortunately no lives were lost. The accident occurred about four o'clock yesterday morning near Oginoshima, off Takamatsu, in the Inland Sea, when the N.Y.K. steamer "Hiroaki-maru" collided with the O.S.E. steamer "Shiga-maru". The latter vessel, which was carrying 8 p.m. on Wednesday for Kagoshima, was badly damaged as the result of the collision, and soon commenced to sink. All the passengers, the crew, and the mails were safely transferred to the "Hiroaki-maru," which brought the rescued people to Koke yesterday afternoon.

The "Hiroaki-maru" had a large hole above her bow a few feet above the water-line, but otherwise she appeared—she lay at anchor in the harbour yesterday—to be undamaged.

## CALL AND SEE THE RACHALS-AUTO PLAYER PIANO

AT THE ROBINSON PIANO Co., LTD.

## SIR W. C. HILLIER.

The *Straits Times* says:—There appears to be some perplexity in London as to the exact position Sir W. C. Hillier is to fill as Adviser to the Chinese Government. It seems to us that Sir Walter, who is exceedingly popular with the Peking authorities, is going to fill the position so long occupied in the Chinese Legation at Portland Place by the late Sir Halliday Macartney. If this surmise be correct, it is reasonable to hope that his influence with his Chinese employers will be greater than that of Macartney, and that he will endeavour to lead them, at the present critical period of their political development, into the true path of progress. It was often said that Macartney was more Chinese than the Chinese, and his action over the detention of Sir Yatsen in the Chinese Legation was certainly far from creditable to a Briton. Sir Walter Hillier's residence in Peking, his experience in different posts in China, and particularly his experience at Seoul with the Japanese in 1894 all equip him for the new and difficult position he has undertaken. Though there is no desire that he should exert any undue influence in favour of great Britain in China or show favour to British interests in China, it may be assumed that he will exercise the diplomatic powers he undoubtedly possesses to prevent a situation where British interests in China are concerned.

## DETAILS OF THE DERBY: RECORD TIME.

The following details of the race for the Derby Stakes are taken from *Colombo newspapers*:—

London, June 3.

The Derby was run in glorious weather. The King and other Royalties were present. The following horses started:—Mountain Apple, Baton Lad, Seaside II, Pom, Royal Ream, Sir A. V. White, Eagle, Rush, Varnish, Farnham, Orpington, Norman III, Morocott, Azote, Most, Signoretta, Primer and Langwin.

The betting at the start was:—10 to 1 against Signoretta, 4 to 1 "Primer, 100 to 8 "Langwin. Mountain Apple led the mile-post, when Norman III. went to the front; but he gave way down the hill to Mountain Apple.

A quarter of a mile from home Signoretta took the lead and won by two lengths, a neck separating the second and third.

Time 2 minutes 26 4/5 seconds. The result, taken altogether, is a curious commentary on the uncertainty of racing (says the "Times of Ceylon"), and Signoretta's surprising win will long be remembered in connection with the Derby of 1903, especially as she has put up a record by winning in the wonderfully good time of 2 min. 22 4/5 sec. The previous best time was 2 min. 32 4/5 sec. to Spaurmin's credit in 1906. Lord Rosebery's Cicero covered the course in 2 min. 39 2/5 sec. the previous year; while Orby's time last year was 2 min. 44 sec. The field numbered 18, as against 9 in 1907, 22 in 1906, 9 in 1905, 8 in 1904, and 7 in 1903.

Mountain Apple was fourth. The jockeys of the three placed horses were Ballou, Dillon and Mather.

A later telegram gives the "correct time" as 2 minutes 23 4/5 seconds. This leaves Spaurmin's record unbroken.

The first prize in the big Calcutta sweep stake amounted to about five and a quarter lakhs of rupees. The winner gets 40 per cent, 2nd horse 20 per cent, 3rd horse 10 per cent. Other starters 10 per cent. Horses drawn other than placed or starting horses 10 per cent; Expenses and Race Fund 10 per cent.

Signoretta, the Derby winner, was drawn in the Calcutta Sweep by a Madras resident (No. 439,832); Primer by a Calcutta resident (No. 62,553); and Langwin by some one in How (No. 30,739).



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, and not to the business manager. The Editor's name is not to be used for any purpose. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Panna, Order: A.B.C., 6th Rd. Editor's. P.O. Box, 88. Telephone No. 12.

## NEW ADVERTISEMENTS

"SHIRE" LINE OF STEAMERS, LD.  
FOR LONDON AND ANTWERP.

THE Steamship  
"CARNARVONSHIRE"  
Will be despatched for the above Ports on or about the 10th July, 1908.  
For Freight or Passage, apply to  
SHEWAN TOMES & CO.,  
Agents.  
Hongkong, 22nd June, 1908. 932

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

NOTICE TO CONSIGNEES.  
FROM YOKOHAMA, KOBE AND  
SHANGHAI.

THE Company's Steamship  
"TRIESTE"  
having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 27th inst., or they will not be recognised.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th inst., will be subject to rent.  
Bills of Lading will be countersigned by  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 20th June, 1908. 3

HONGKONG GYMKHANA CLUB.

MEMBERS of the Above and Others are reminded that ENTRIES for the GYMKHANA MEETING to be held on SATURDAY, 4th July next, close at the Undersigned at the Hongkong Club at 7 o'clock p.m. on WEDNESDAY next the 24th day of June, 1908.  
REGINALD F. C. MASTER,  
Hon. Secretary.  
Hongkong, 20th June, 1908. 974

WILL NOT REMOVE.

By courtesy of the SECRETARY of the  
HONGKONG HOTEL, we will REMAIN  
HERE.

NOW SHOWING:  
NEW SUMMER GOODS,  
All Varieties, Most Reasonable Prices.

HOOSAIN-ALI & Co.,  
25, Queen's Road Central,  
Under Hongkong Hotel.  
Hongkong, 1st June, 1908. 651

## NOTICES OF FIRMS

NOTICE.

MR. E. MARCONARO having Resigned  
from our Firm has CEASED TO SIGN  
our Firm per procuration from this Date.  
CARLOWITZ & CO.  
Hongkong, 17th June, 1908. 972

NOTICE.

WE, the Undersigned beg to Notify that on the 12th February, 1907, we discontinued and ceased to hold shares in the MAN CHEUNG YUEN FIRM 萬祥源 of No. 159, Wing Lok Street West, Hongkong, established in 1894, and that MR. UN LAI CHUEN, the Manager, after February 12th, 1907, formed a New Company to carry on the Business.  
Among ourselves, MAN SHUN-ON formerly owned shares to the value of \$20,000; WONG OI TONG \$40,000; CHAN WO SHING \$10,000; CHAN SHUN-ON TONG and CHAN SHUN WO TONG, \$4,000; CHEUNG WAN KUNG \$5,000; KUNG YUEN, \$60,000; and LAU WAI KWAN, alias Koro Hing \$10,000.  
From 12th February, 1907, the interest and responsibility of all the undersigned in connection with the said MAN CHEUNG YUEN FIRM discontinued and ceased.  
MAN SHUN-ON  
CHAN SHUN ON TONG and CHAN SHUN WO TONG  
CHAN WO SHING, Attorney for  
Wong Oi-Tong  
KUNG YUEN FIRM  
CHAN WO SHING  
LAU WAI KWAN  
CHAN WO SHING  
LAM LUN HING  
Hongkong, 26th May, 1908. 969

NOTICE.  
THE KUNG YUEN FIRM 公源 of 203, and 205 Wing Lok Street West Victoria, in the Colony of Hongkong, dealing in Annam Rice, which has been established for many years, HEREBY GIVE NOTICE that they will not hold themselves responsible for any debt contracted by the relatives of the shareholders of the Firm. All Bonds, Promissory Notes, &c., must be signed by both LAU SHUI CHUEN and UN LAI CHUEN, representatives of the shareholders, but not signed by one only of them.  
All existing and future Bonds, Promissory Notes &c., bearing the chop of KUNG YUEN, unless they bear the signatures of both the aforesaid representatives, will be deemed null and void.  
UN OI YU,  
LAU SHUI CHEUK,  
UN LAI CHUEN,  
General Managers.  
Hongkong, 27th May, 1908. 970

## AUCTION.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,  
TO-MORROW (TUESDAY)  
AND  
WEDNESDAY  
the 23rd and 24th June, 1908, at 10 A.M. each day at H. M. NAVAL  
ESTABLISHMENTS,  
SUNDRY OLD AND SURPLUS  
NAVAL AND VICTUALLING  
STORES.  
Comprising:-  
OLD AND SURPLUS NAVAL STORES:-  
CHAIN CABLE, WOOD BLOCKS,  
HOSES, TOOLS, OLD IRON & METAL,  
ELECTRIC CABLE, MATS and MAT-  
TINGS, WOOD BOXES, LEATHER,  
COAL SACKS, OLD INDIA RUBBER,  
OLD BOATS, FURNITURE, CARPETS,  
&c., &c., &c.  
One AND SURPLUS VICTUALLING STORES:-  
PROVISIONS, SEAMEN'S CLOTHING,  
BLANKETS, MESS TRAPS, IMPLE-  
MENTS, STAVES, and a Quantity of  
ELECTRO-PLATED ARTICLES, &c., &c.  
Catalogues will be issued.  
Terms of Sale:-As Customary.  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 8th June, 1908. 960

## FOR SALE

FINE SITE on the Bowen Road, Ready  
for Building at a Cheap Price.  
PERCY SMITH & SETH,  
Accountants & Auditors, &c.,  
No. 5, Queen's Road Central.  
Hongkong, 16th May, 1908. 953

## FOR SALE

COLLECTIONS OF USED POSTAGE  
STAMPS.  
\$3000 all different for ... \$95  
2000 do. ... \$35  
1500 do. ... \$25  
1000 do. ... \$10  
ANTIQUE PICTORIAL POSTCARDS,  
MECHANICAL ANIMALS,  
STAMP, POSTCARD AND BIRTHDAY ALBUMS,  
And all other Philatelic Goods.  
GRACE & CO.,  
Hongkong Hotel Corridor.  
Hongkong, 9th May, 1908. 645

## STORAGE

TO BE LET, a Portion of MARINE LOT  
No. 235 at NORTH POINT, Suitable  
for above Purpose. EXTENSIVE WATER  
FRONT. DEEP WATER.  
Also FOR SALE,  
Portions of MARINE LOTS Nos. 31 & 33  
on PRAYA EAST. Approximate AREA  
43,000 SQUARE FT. 999 YEARS' LEASE.  
For Particulars, apply—  
GEO. FENWICK & Co., Ltd.  
Hongkong, 8th June, 1908. 954

## ON SALE

A TABLE OF THE  
RATES OF EXCHANGE AT  
HONGKONG  
For Demand Drafts on London on the day of  
or preceding the departure of the English  
Mails; also Table of the Yearly  
Approximate Averages for 34 Years  
From 1874 to 1907.  
Price: \$2 Cash. On sale at the "DAILY  
PRESS" Office, or Local Bookellers.

## NOW READY

MAIL TABLES  
FOR 1908.  
Shows the dates of departure of the Mail,  
to Europe and America, and the dates of their  
expected arrival at their destinations, as well as  
the dates of return Mails.  
Mounted on Card ... 30 Cents  
On Paper ... 20 "  
On Sale at the Hongkong Daily Press  
Office  
Hongkong, 17th January, 1908.

## ON SALE

THE FIFTY YEARS  
ANGLO-CHINESE CALENDAR  
日曆英中 年十五  
FROM 1st JANUARY, 1864 to 31st DECEMBER,  
1913, BEING FROM THE 1st YEAR OF THE  
7TH CYCLE TO THE 50TH YEAR OF THE  
7TH CYCLE THAT IS THE 3RD YEAR OF  
TUNG CHI TO THE 20TH YEAR OF  
KWONG SUI.

## PRICE \$2 CASH

On Sale at the "HONGKONG DAILY PRESS"  
Office, or Agents in all the Ports of the  
Far East.  
The Book will be sent by Registered Post  
(free) to any part of the World unrepresented  
by Agents on receipt of Money Order.

## TO LET

FIRST FLOOR of No. 6, Queen's Road,  
Central, comprising Six Large Rooms  
and Outhouses suitable for business Pre-  
mises or Dwellings, lately occupied by  
FERD. BORNEMANN.  
Apply to—  
DAVID SASSOON & Co. Ltd.  
Hongkong, 7th April, 1908. 96

## TO LET

GOOD OFFICES at 2, PEDDER STREET.  
Apply to—  
JARDINE MATHESON & Co., Ltd.  
Hongkong, 23rd May, 1908. 959

## TO LET

No. 18, WYNDHAM STREET, Four  
Rooms.  
Apply to—  
C. F. DE CARVALHO,  
14, Armitage Road.  
Hongkong, 16th June, 1908. 962

## TO LET

TO LET.  
Nos. 27, 31 and 33, REYMOUTH ROAD.  
No. 31, CAINE ROAD.  
Apply to—  
SAM WANG CO. LTD.,  
81, Queen's Road Central.  
Hongkong, 22nd April, 1908. 190

## TO LET

GODOWN, No. 51, DUDELL STREET.  
Apply to—  
THE HONGKONG LAND INVESTMENT  
& AGENCY CO., LD.  
Hongkong, 1st June, 1908. 953

## TO LET

4 and 5-ROOMED HOUSES in Kowloon.  
COMMODOUS SHOP in Des Vaux Road  
Central, Hongkong. Immediate possession.  
Moderate rentals.  
Apply to—  
HUMPHREYS ESTATE &  
FINANCE CO., LD.  
Hongkong, 2nd April, 1908. 646

## TO LET

THE ROOMS on the first floor of No. 34,  
QUEEN'S ROAD CENTRAL, (opposite  
the General Post Office). The Rooms are  
light, spacious and well ventilated. Very  
moderate rent. Immediate Possession.  
Apply to—  
YEE SANG FAT & CO  
Same address.  
Hongkong, 23rd January, 1907. 270

## TO LET

OFFICES in HOTEL MANSIONS.  
Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings,  
Hongkong, 1st May, 1908. 785

## TO LET

A HOUSE IN KNOTSFORD TERRACE,  
KOWLOON.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LD.  
Hongkong, 1st June, 1908. 185

## TO LET

OFFICES and ROOMS on the 1st and  
2nd Floors of No. 14, Des Vaux Road  
Central (formerly occupied by Messrs.  
SHEWAN TOMES & Co.)  
Apply to—  
THE COMPROMISE DEPARTMENT,  
E. D. SASSOON & Co.,  
Queen's Road Central.  
Hongkong, 10th June, 1908. 947

## TO LET

No. 2, MACDONNELL ROAD.  
Apply to—  
COMPROMISE DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1908. 188

## TO LET

OFFICES in ALEXANDRA BUILDINGS.  
Apply—  
SECRETARY,  
A. S. WATSON & Co., Limited.  
Hongkong, 23rd April, 1907. 91

## TO LET

FIRST Class European Houses, Lochiel  
Terrace and Humphreys Avenue, Kow-  
loon.  
Apply to—  
TAM TSE KONG,  
Care of Hip On Insurance, Exchange and  
Loan Co., Ltd., 42, Bonham Strand, West.  
Hongkong, 1st October, 1907. 94

## TO LET

"GLENWOOD" CAINE ROAD, suitable  
for a Boarding house or Club. Con-  
taining 26 Rooms.  
2, BEACONFIELD ARCADE. Facing  
Parade Ground.  
No. 1, COLLEGE GARDENS, Furnished.  
For 6 or 6 Months, cheap rental.  
OFFICES in Bank Buildings, Top Floor.  
From 1st July, 1908.  
BEACONFIELD ARCADE, Fine Offices  
and Dwelling Rooms.  
DWELLING ROOMS and Offices in  
DUDELL STREET.  
No. 15, QUEEN'S ROAD CENTRAL,  
Top Floor, (over Caldwell Macgregor).  
OFFICES in Queen's Road Central.  
BEACONFIELD TERRACE HOUSES.  
ROBINSON ROAD.  
No. 8, CAMERON VILLAS, Peak.  
No. 3, DUDELL STREET Shop.  
No. 2, DES VEAUX VILLAS (Peak).  
Apply to—  
LINDSEY & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 20th June, 1908. 189

## TO LET

FROM 1st MAY.  
KOWLOON MARINE LOT 48, Yammat  
Area 85,200 square feet and with 255  
feet Sea Frontage. Especially suited for Storage  
of Coal, Timber, &c.  
Apply to—  
HUMPHREYS ESTATE &  
FINANCE CO., LTD.  
Hongkong, 18th January, 1908. 221

## TO LET

OFFICES on Top Floor No. 2, Connaught  
Road, facing the Cricket Ground.  
A HOUSE in Wong Nei Chong Road.  
A HOUSE in REIPON TERRACE,  
No. 10, DES VEAUX ROAD CENTRAL,  
1st floor.  
"HATHERLEIGH" Conduit Road.  
OFFICES in YORK BUILDING.  
GODOWNS in PRAYA EAST, BLUE  
BUILDINGS and No. 16B, Des Vaux Road  
next to the Hongkong Hotel.  
FLATS in MORRISON TERRACE.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 1st June, 1908. 96

## BANKS

HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
PAID-UP CAPITAL ... \$15,000,000  
RESERVE FUNDS:-  
STERLING ... \$11,500,000  
SILVER ... \$13,500,000  
\$28,500,000  
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.  
Hon. Mr. HENRY KNUXWICK, Chairman.  
E. GOWAT, Esq., Deputy Chairman.  
E. G. Barrett, Esq., E. Shellen, Esq.,  
O. G. H. Broderson, Esq., R. Shawan, Esq.,  
G. Friedman, Esq., Hon. Mr. H. A. W. Blane,  
C. E. Gribble, Esq., H. E. Tomkins, Esq.,  
C. R. Ledermann, Esq.

CHIEF MANAGER  
Hongkong—J. E. M. SMITH  
MANAGER:  
Shanghai—W. ADAMS ORAM.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per  
cent. per annum on the daily balance.  
On Fixed Deposits:  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 1/2 per cent. per annum.  
For 12 months, 4 1/2 per cent. per annum.  
J. E. M. SMITH,  
Chief Manager.  
Hongkong, 22nd May, 1908. 20

HONGKONG SAVINGS BANK  
THE Business of the above Bank is  
conducted by the HONGKONG AND  
SHANGHAI BANKING CORPORATION.  
Rules may be obtained on application.  
INTEREST on deposits is allowed at 3 1/2  
per cent. per annum.  
Depositors may transfer at their option  
balances \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 per cent. per annum.  
For the Hongkong and Shanghai  
BANKING CORPORATION,  
J. E. M. SMITH,  
Chief Manager.  
Hongkong, 12th January 1907. 21

NEDELANDSCH-INDISCHE  
HANDELSBANK  
(NETHERLANDS INDIA COMMERCIAL BANK)  
ESTABLISHED 1863.  
Authorized Capital Fl. 15,000,000 (\$13,500,000)  
Subscribed Capital Fl. 10,000,000 (Paid up)  
Reserve Fund Fl. 2,112,570.88 (\$1,766,048)

HEAD OFFICE: AMSTERDAM.  
SUB-OFFICE: THE HAGUE.  
HEAD AGENCY: BATAVIA.  
BRANCHES at: Singapore, Sourabaya,  
Batavia, Indragiri, Padang and  
Wakrabon.  
CORRESPONDENTS at: Cheribon, Tega,  
Pekalongan, Macassar, Pontanak, Padang,  
Medan, Penang, Rangoon, Calcutta,  
Bombay, Madras, Colombo, Karachi,  
Djeddah, Bangkok, Saigon, Shanghai.

BANKERS:  
THE WILLIAMS & DOUGLASS BANK,  
SWISS BANK CORPORATION,  
PARIS: COMPTOIR NATIONAL D'ESCOMPTES DE  
PARIS.  
Berlin: DEUTSCHE BANK.  
Brussels: BANQUE DE PARIS ET DES PAYS BAS.  
Vienna: UNION BANK.  
Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for  
collection Bills of Exchange, issues Letters of  
Credit payable in all important places of the  
World, and transacts every description of  
Banking and Exchange business.  
INTEREST ALLOWED.  
On Current Account at the rate of 2 1/2 per  
cent. on the daily balance.  
On Fixed Deposit: 12 months 4 1/2 per annum  
do. 6 do. 3 1/2 do.  
do. 3 do. 3 1/2 do.  
C. WOLDRINGH Manager.  
No. 18, Des Vaux Road Central.  
Hongkong, 1st April, 1908. 261

THE BANK OF TAIWAN LIMITED  
(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER)

CAPITAL SUBSCRIBED ... Yen 5,000,000  
CAPITAL PAID-UP ... 3,750,000

HEAD OFFICE: TAIPEI, FORMOSA.  
BRANCHES AND AGENCIES:  
Amoy, Anping, Keelung, Swatow,  
Kobe, Nagasaki, Osaka, Shanghai, Taiwan,  
Tientsin, Yokohama.

HONGKONG OFFICE:  
3, DES VEAUX ROAD.  
Interest allowed on Current Account.  
Deposits received on terms which may be ha-  
on application.  
D. TOWDOW, Manager.  
Hongkong, 6th April, 1907. 785

INTERNATIONAL BANKING  
CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000,  
about Mex. \$7,232,232  
RESERVE FUND ... Gold \$3,250,000,  
about Mex. \$7,232,232

HEAD OFFICE: 60 Wall Street, New York.  
LONDON OFFICE: Threadneedle House, E.C.  
Branches and Agents all over the World.

LONDON BANKERS:  
BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF ENGLAND  
LIMITED.  
THE CAPITAL & COUNTIES BANK, LIMITED  
BRANCHES and AGENTS all over the World.  
The Corporation transacts every description  
of Banking and Exchange business, receives  
money Current Account at the rate of  
2 1/2 per annum on the daily balance and accepts  
Fixed Deposits at the following rates:-  
For 12 months 4 1/2 per cent. per annum.  
For 6 " 3 " "  
For 3 " 3 " "  
No. 9, Queen's Road, Central, Hongkong,  
W. M. ANDERSON,  
Manager.  
Hongkong 8th April, 1908. 762

## BANKS

NEDEERLANDSCHE HANDEL-  
MAATSCHAPPIJ.  
(NETHERLANDS TRADING SOCIETY).  
ESTABLISHED 1824.  
PAID UP CAPITAL Fl. 45,000,000 (\$3,750,000)  
RESERVE FUND ... Fl. 5,578,375 (\$448,000)

HEAD OFFICE: AMSTERDAM.  
HEAD-AGENCY: BATAVIA.  
Branches—Singapore, Penang, Shanghai,  
Rangoon, Samarang, Sourabaya, Cheribon,  
Tegal, Poonoonan, Pasuruan, Tjilatjap,  
Padang, Medan (Deli), Palembang, Kota-  
Radja, (Acheen) Bandjermain.  
Correspondents at Macassar, Bombay,  
Colombo, Madras, Pondicherry, Calcutta,  
Bangkok, Saigon, Haiphong, Hankow, Amoy,  
Yokohama, Kobe, Melbourne, Sydney, New  
York, San Francisco, &c., &c.  
LONDON BANKERS:-  
THE UNION OF LONDON AND SMITHS BANK,  
LIMITED.

The Bank buys and sells and receives for  
collection Bills of Exchange, issues letters of  
credit on its Branches and Correspondents in  
the East, on the Continent, and in Great  
Britain, America, and Australia, and transacts  
Banking Business of every description.  
INTEREST ALLOWED.  
On Current Accounts 2 1/2 per annum on daily  
balances.  
On Fixed Deposits 12 months 4 1/2 per annum.  
do. 6 do. 4 " "  
do. 3 do. 3 1/2 do.  
J. L. VAN HOUTEN, Agent.  
Hongkong, 18th November, 1907. 25

DEUTSCH-ASIATISCHE BANK.  
CAPITAL FULLY PAID UP, \$5,000,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS, BERLIN.  
BRANCHES:  
Berlin, Hamburg, Calcutta, Hankow,  
Tientsin, Peking, Tientsin, Tungtsai,  
Kobe, Yokohama, Singapore.

Founded by the following Banks and  
Bankers:-  
KONIGLICHE SBERHANDLUNG (PREUSSISCHE  
STAATSBANK) Berlin.  
DIREKTION DES DISCOUNT  
GESSELLSCHAFT  
DEUTSCHE BANK  
S. BLENCKENHORDE  
BERLINER HANDELS-  
GESSELLSCHAFT  
BANK LUTER HANDEL UND  
INDUSTRIE  
ROBERT V. ALBRECHT & CO.  
MUNICH  
M. A. VON ROTHSCHILD &  
SOHN  
JACOB S. H. STERN  
NORDDEUTSCHE BANK IN HAMBURG, HAMBURG  
SAL. OPPENHEIM, & Co., Koenig.  
BREMSEHRE HYPOTHEKEN UND WERESSEL-  
BANK, MUNCHEN.

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SON,  
THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIREKTION DES DISCOUNT GESSELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.  
A. KOHN,  
Manager.  
Hongkong, 4th December, 1907. 24

THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA.  
INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,300,000  
RESERVE FUND ... £1,625,000  
RESERVE LIABILITIES OF PROPRIETORS ... £1,200,000  
TOBACCO ... £1,200,000  
INTEREST allowed on Current Account  
at the rate of 2 per cent. per annum on the  
daily balance.  
On Fixed Deposits for 12 months 4 per cent.  
for 6 " 3 1/2 "  
for 3 " 3 "  
JOHN ARMSTRONG,  
Manager.  
Hongkong, 14th May, 1908. 115

THE MERCANTILE BANK OF  
INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000  
SUBSCRIBED ... £1,250,000  
PAID-UP ... £625,000  
RESERVE FUND ... £210,000  
BANKERS:  
LONDON JOINT STOCK BANK, LIMITED.  
INTEREST allowed on Current Accounts  
at the rate of 2 per cent. per annum on the  
daily balance.  
On Fixed Deposits:  
For 12 months ... 4 per cent.  
For 6 " ... 3 1/2 per cent.  
For 3 " ... 3 per cent.  
EVAN ORMISTON,  
Manager.  
Hongkong, 23rd April, 1908.

THE  
YOKOHAMA SPECIE BANK  
LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000  
RESERVE FUNDS ... 15,130,000  
HEAD OFFICE—YOKOHAMA.  
BRANCHES AND AGENCIES:  
Tokyo, Nagasaki, London, Lyons,  
New York, San Francisco, Honolulu,  
Bombay, Shanghai, Hankow,  
Chefoo, Tientsin, Peking,  
Newchwang, Dalny, Port Arthur,  
Amoy, Lioyang, Mukden,  
Tientsin, Chang Chun.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per annum on the daily balance.  
On fixed deposits for 12 months 5 1/2 per annum  
" " " 6 " "  
" " " 8 " "  
" " " 8 " "  
TAKEO TAKAMICHI,  
Manager.  
Hongkong, 24th March 1908. 524

## INSURANCES

THE GLORUS INSURANCE COMPANY  
OF HAMBURG.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.  
CARLOWITZ & Co.  
Hongkong, 18th August 1906. 28

AACHEN AND MUNICH FIRE IN-  
SURANCE CO.  
OF AIX LA CHAPELLE.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.  
REUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 31st April, 1897. 114

NORTH BRITISH AND MERICAN  
TILE INSURANCE COMPANY.  
TOTAL FUNDS at 31st DECEMBER, 1905  
£17,837,119.

I. AUTHORIZED CAPITAL ... \$3,000,000  
SUBSCRIBED CAPITAL ... 2,750,000  
PAID-UP CAPITAL ... 887,500 0  
II. FIRE FUNDS ... 2,886,720 19 8

The Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.  
SHEWAN TOMES & CO.,  
Agents.  
Hongkong, 27th April, 1907. 1146

## INTIMATIONS

DR. M. H. CHAUN,  
THE latest Method of the AMERICAN  
SYSTEM OF DENTISTRY.  
35, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. 477

## SINGING

SURGEON DENTIST,  
No. 10, DAQUILL STREET  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. 575

## PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS  
"CLAREMONT"  
2 & 4, KENNEDY ROAD.  
Hongkong, 6th February, 1907. 568

## SINGON &amp; CO.

IRON, STEEL, METAL and HARD-  
WARE MERCHANTS. Wholesale  
and Retail Ironmongers. Pig Iron and  
Foundry Cokes Importers. General Store-  
keepers and Shipchangers. 35 & 37, HING  
LOONG STREET, (2nd Street, west of Central  
Market) Telephone No. 815. 660

SANG MOW.  
BATTAN AND GRASS  
FURNITURE MAKER.

CHAIRS, TABLES, SETTEES &  
LONG CHAIRS.  
BAMBOO BLINDS, MATTINGS  
in all colours on Sale.

All Orders receive prompt attention.  
59A, QUEEN'S ROAD CENTRAL,  
HONGKONG.  
Hongkong, 20th February, 1908. 401

MITSU BISHI DOCK



## NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINE

## NOTICE TO CONSIGNEES.

## THE Steamship

"GOEBEN,"  
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable, are being landed and stored at their risk into the Godowns and for extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 23rd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3.30 A.M. All claims must reach us before the 27th inst., or they will not be recognized.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD.  
MELCHERS & CO.  
Agents.

Hongkong, 16th June, 1908.

## NOTICE TO CONSIGNEES.

## FROM EUROPE.

## THE H. A. L. Steamship

"ISTRIA,"  
Captain Luning, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before 10 A.M. Any cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.  
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 18th June, 1908.

## BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT"  
FROM "ACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI, AND  
MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 18th June, 1908.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Company's Steamship

"NAMSANG,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 22nd June, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.

JARDINE, MATHESON & Co., Ltd.,  
General Managers.

Hongkong, 19th June, 1908.

## "INDRA" LINE, LIMITED.

## NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

## THE Company's Steamship

"INDRAPURA,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional goods will be landed here unless instructions are given to the contrary before Noon, To-day.

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 19th June, 1908.

## ON SALE.

## A TABLE OF THE

## RATES OF EXCHANGE

## AT HONGKONG

## FOR

## DEMAND DRAFTS ON BOMBAY

## On the Day Preceding the Departure of the

## English Mails from the Year of the Closing

## of the Indian Mints to the Free Coinage of

## Silver

## FROM 1893 TO 1905 ;

## ALSO

## RATES FOR SOVEREIGNS, GOLD

## LEAF, BAR SILVER (From 1900),

## and other Useful Information.

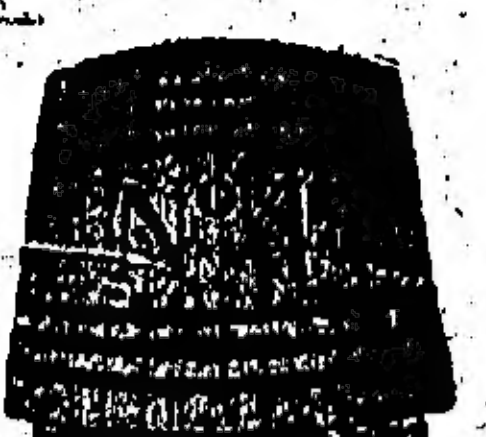
## PRICE: \$1 CASH.

## On Sale at the "DAILY PRESS" Office, or

## Local Booksellers

THORNE'S  
OLD VAT

PER CASE



\$15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE  
OF GREENOCK AND HAS BEEN SOLD SINCE 1850

## SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA &amp; MANILA.

A. S. WATSON &amp; CO., LTD.

As Supplied to the House of Commons.



The original sarsaparilla, recommended for the last 40 years for lymphatic diseases, eruptions, boils, and all disorders of the skin.

GRIMALDU & CO.  
1, rue de Valenciennes,  
PARIS.

## NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-  
CHINA STEAM NAVIGATION Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPT PORTS every fortnight.

For Freight and further particulars,  
apply to

DODWELL &amp; CO., LIMITED

General Agents in China and Japan

Hongkong, 4th August, 1908.

MITSU BISHI GOSH KAISHA  
(MITSU BISHI CO.)

## COAL DEPARTMENT

MARUNO-UCHI, TOKYO.

Cable Address, "IWASAKI,"  
which applies to all Branch Offices.

At ABC 5th Ed., Western Union Codes used

All Letters to be Addressed to:

MANAGER, MITSU BISHI Co.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KANATSU

SHANGHAI, HONGKONG, &amp;

HANKOW.

AGENCIES:—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GEARING &amp; Co.

MANILA: Messrs. MACDONALD &amp; Co.

SOLE PROPRIETORS of Takashima

Ochi, Namsanta, Shinnew, and Hojo Colleries

and

Sole Agents for MIYAO and KISHIDAKE

COALS.

Y. SHIBUYA, Acting Manager,

161 No. 2 Pedder Street, Hongkong.

## PRINTING

AND

## BOOKBINDING

OF

## ALL DESCRIPTIONS.

BUSINESS CIRCULARS,

COMPANY PROSPECTUSES,

COMPANY REPORTS &amp; BALANCE SHEETS

BILLS OF LADING,

FIRE &amp; MARINE INSURANCE FORMS

STOREKEEPERS' PRICE LISTS,

COMMERCIAL CODES,

COMMERCIAL REPORTS,

COMMERCIAL FORMS OF ANY KIND,

ALSO

MENU CARDS, VISITING CARDS, INVITATION

CARDS, &amp;c.

LEDGERS &amp; ACCOUNT BOOKS

MADE TO ORDER

PERIODICALS BOUND AND BOOKS OF

ALL KINDS RE-BOUND

IN THE BEST MATERIALS.

Estimates furnished on Application to the

Printing Department "HONGKONG DAILY

Press" Office

## RAUB AUSTRALIAN GOLD.

GENERAL MANAGER'S MONTHLY REPORT  
TO SHAREHOLDERS.

Gentlemen,—I herewith beg to submit my

report on my mining and milling operations.

The accompanying sheet of nine measur-

ments and assay results of prospecting work

shows: total of 900ft. for the period (4 weeks)

under review, made up of 12ft. sinking, 163ft.

driving, 343ft. cross-cutting and 381ft. of

surface prospecting, as against a total of 1,023ft.

for the previous four weeks.

## MINES.

Koman, 540ft. Level, Drive South.—To this

has been added 6ft., making a total of 40ft.

The lode 60in. wide gives an assay of 54dwt.

540ft. Level, Drive North at 35ft. from the

Shaft.—This has been advanced from 10 to

29ft. The lode 43in. wide is very poor, work

has been stopped and the drive started North,

on the Hanging Wall Branch at 121ft. from

the Shaft.

540ft. Level, Drive South on Hanging Wall

Branch.—This has been driven 15ft., making a

total of 43ft. The samples were taken over a

width of 3ft. and give an average of 20dwt

per ton.

440ft. Level, Drive South.—Here 16ft. has

been driven bringing the total to 41ft. The

lode 43in. wide is worth 64dwt.

340ft. Level, Drive South.—This and has

been driven 13ft., making a total of 495ft.

340ft. Level, South, Drive in Stope.—This

has been extended 7ft., making a total of

62ft. The lode 36in. gives 64dwt. to the ton.

340ft. Level, North, Hanging Wall Leader.—

To this has been added 3ft., making a total of

227ft. The lode 6 in. wide is worth 7dwt.

This drive has been connected by a crosscut to

the main drive about 50ft. north of the Shaft.

240ft. Level, North Drive on Branch, from

Stope.—This has been advanced 14ft., bringing

the total to 190ft. The lode 7in. wide assays

43dwt.

Crosscutting.—For Stope filling 178ft.

Stope.—Above the 440ft. Level, 1 Stope, Lode

34in. wide and worth 54dwt.

Above the 340ft. Level, 2 Stope, Lode 32in.

wide and worth 5dwt.

Above the 240ft. Level, 1 Stope, Lode 24in.

wide and worth 4dwt.

## STOPE MINE.

160ft. Level, Drive South.—Here 80ft. has

been driven, making a total of 632ft. The lode

31in. wide assays 54dwt.

160ft. Level, Drive North East Lode.—

This has been taken from 114 to 131ft. The

lode 40in. wide assays 14dwt.

Crosscutting for Stope filling.—147ft.

Stope.—Above the 170ft. level, 2 Stope,

Lode 102in. wide and worth 7dwt.

## ANDERSON SHAFT.

The Shaft has been sunk 12ft., making the

total depth 74ft.

A temporary headgear has been raised and a

cornish pump fixed in the Shaft.

Work is now progressing favourably.

## BUKIT MALACCA.

No. 2 Level, North of No. 2 Shaft.—On a

small branch about 3in. wide a drive has been

started and taken 3ft. Samples taken over 30in.

assays 34dwt.

No. 1 Level, South of No. 1 Shaft.—This

has been driven 15ft., making a total of 237ft.

There is a noticeable improvement in the lode,

which for 42in. wide assays 44dwt.

Crosscutting for Stope filling.—18ft.

Stope.—Above the No. 2 Level, 1 stope,

lode 6in. wide and worth 7dwt.

Surface Prospecting.—Some 382 feet of

driving, sinking and crosscutting has been done.

General.—From the Willey Tables 388

tons of concentrates have been won worth 236

ozs. per ton.

The excessive loss in milling time is due to

the breaking of a Cam Shaft and slight break-

down to the electrical machinery mainly due to

heavy lightning discharges.

The clean up of the Cyanide works gave 101

ozs. of gold, equalling 85 per cent extraction,

period of work 12 weeks. Tons treated 117.

The following are the Milling Returns for

the same period:—

## KOMAN.

Stamps: 4). Ran 28 days less 2.6 days for

repairs and clean up.

Hanging Mill ran 28 days less 6.51 days

for repairs and clean up.

One Crashed: Koman 1,410

Stop 2,136

Total 3,555 tons.

Analysed Collected 2,273 ozs. producing:

Retorted Gold 788.75 ozs.

Smelted Gold 771.125 ozs.

Average yield per ton 4,335 dwt.

Value of millage 591

BUKIT MALACCA.

No. 1 Mill ran 23 days, crushing 1,686 tons surface

No. 11 23 1,000 and 230 tons Mine ore.

Total Crushed 1,725 tons.

Analysed Collected 899 ozs. producing:

Retorted Gold 133.45 ozs.

Smelted Gold 659.00 ozs.

Average yield per ton 1.56 dwt.

Total tons crushed 5,430.

Analysed

Smelted Gold 921.025 ozs.

Average yield per ton 3,361 dwt.

Cyanide Gold 101,000 ozs.

Average Fineness of all Gold 814.4

W. H. MARTIN,  
General Manager.

## THE SHANGHAI TRAMWAYS.

When the first tramcar made its appearance

on the Shanghai thoroughfares, while the

Chinese watched its progress with open-mouthed

astonishment, the first thought that came to the

mind of most foreigners was the desirability of

reserving a special compartment for Europeans.

It was widely asserted and as widely believed,

that unless this were done, foreigners would not

use the trams at all. The tramway company

believed that the first class tariff of fares would

prove a sufficient barrier between native and

foreign passengers, and there, for the past few

months, the matter has rested. Yet with that

sickness that is characteristic of the travelling

public, a large section of foreigners has not

considered it worth while paying double the

second class fare to avoid rubbing shoulders

with the Chinese, and on all the routes, except

at the busiest time of the day, the first-class

compartment is practically deserted. Possibly

the advent of summer will cause it to

be used more widely, but it would

be unwise to prophesy that this will

happen while books of second class coupons

remain on sale at the Club. So wide has the

use of the salmon-colored coupons become that,

anomalous as it may seem, it is the Chinese

passengers who frequently have to travel first

to avoid the crush in the second. At present it











